

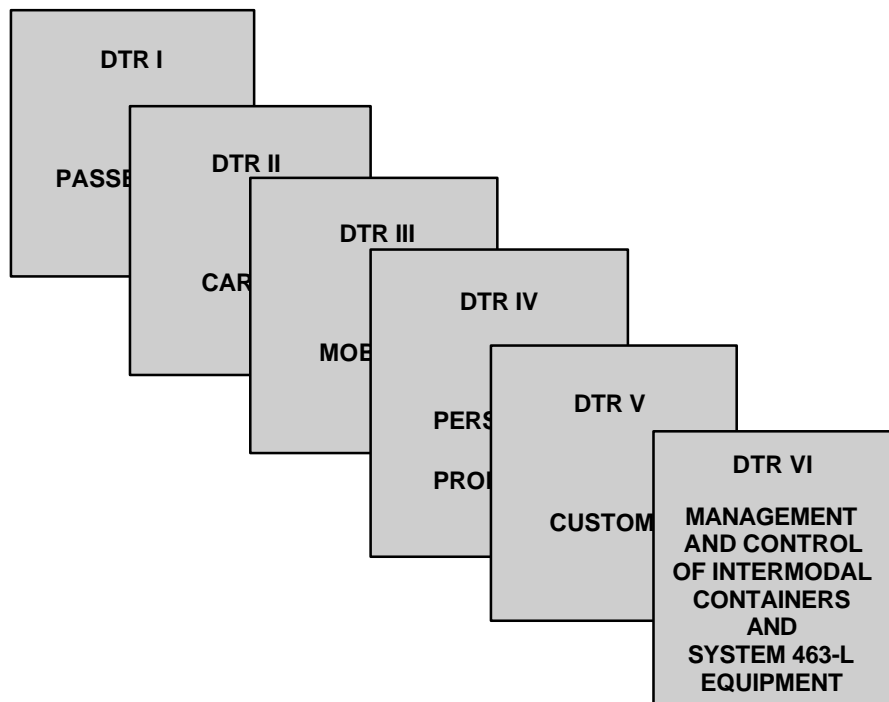


**DOD 4500.9-R**

# **DEFENSE TRANSPORTATION REGULATION**

## **PART VI**

### **MANAGEMENT AND CONTROL OF INTERMODAL CONTAINERS AND SYSTEM 463-L EQUIPMENT**



**JUNE 2002**

## **FOREWORD**

This document represents changes to the Defense Transportation Regulation (DTR) Department of Defense (DOD) Regulation 4500.9-R-1 Volume I - Management and Control of Intermodal Containers/Volume II - Management of System 463-L Pallets, Nets, and Tiedown Equipment. It is issued under the authority of Deputy Under Secretary of Defense (Logistics) Memorandum, "Defense Transportation Regulation (DTR), Parts I-VI," 4 August 1995. It implements DOD policies, responsibilities and procedures governing the management and control of intermodal containers and management of system 463-L pallets, nets, and tiedown equipment.

In accordance with DOD Directive 5158.4, "United States Transportation Command," January 1993, the Commander-in-Chief, United States Transportation Command is the DOD single manager for transportation (for other than Service unique or theater-assigned transportation assets including intermodal containers and container services and system 463-L assets). Strict adherence to the provisions of this Regulation is essential to maintain the integrity of the DOD transportation system. This change updates provisions for the management of intermodal containers within the Continental United States and Outside the Continental United States.

This change to DOD Regulation 4500.9-R, Part VI, applies to the Office of the Secretary of Defense, Military Departments, Chairman and Joint Chiefs of Staff, Unified Commands, and the Defense Agencies (hereafter referred to collectively as the "DOD Components").

This change is effective immediately. To ensure uniformity, there is no provision for supplemental or unilateral modifications to this Regulation and all DOD Components will distribute it for use at the operating level. The DOD Components may publish more detailed guidance if needed and will provide a copy to the United States Transportation Command (USTRANSCOM)/TCJ4-LTP. Proposed changes to this Regulation for intermodal containers may be sent to USTRANSCOM/TCJ4-LTP after staffing through DOD component traffic management channels. Changes related to 463-L pallets, nets, and tiedown equipment will be submitted to HQ USAF/ILGV with a copy to USTRANSCOM/TCJ4-LTP. No changes to the DTR may be made without prior coordination with the Services and the Defense Logistics Agency.

The DOD Components may obtain copies of this Regulation through their own publication channels and it is approved for public release; distribution unlimited. It is also available on the USTRANSCOM Web at <http://public.transcom.mil/j4/j4lt/dtr.html>. Authorized registered users may obtain copies of this publication from the Defense Technical Information Center, 8725 John J. Kingman Road, Fort Belvoir VA 22060. Other Federal Agencies and the public may obtain copies for a fee from the US Department of Commerce, National Technical Information Services, 5285 Port Royal, Springfield VA 22161.

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## REFERENCES

(Each applies to the current edition, unless otherwise specified. Due to numerous reorganization efforts, the guidance in some of the references may have been or will be reissued in other publications. It may be necessary to consult a functional area expert to determine the most recent guidance).

1. Air Force Interservice Manual (AFMAN) 24-204(I), Technical Manual (TM) 38-250, Marine Corps Order (MCO) P4030.19H, Naval Supply (NAVSUP) Pub 505, and Defense Logistics Agency Instruction (DLAI) 4145.3, Preparing Hazardous Materials for Military Air Shipments.
2. Army Regulation 15-6, Procedures for Investigating Officers and Boards of Officers.
3. Army Regulation 735-5, Policies and Procedures for Property Accountability.
4. Code of Federal Regulations, Title 49 Part 450, General.
5. Code of Federal Regulations, Title 49 Part 450-453.
6. Code of Federal Regulations, Title 49 Part 452.3(b), Elements of Periodic Examinations.
7. Defense Transportation Regulation, Part II, Cargo Movement.
8. Department of Defense Directive 5158.4, United States Transportation Command.
9. Deputy Under Secretary of Defense (Logistics) Memorandum, Defense Transportation Regulation (DTR), Parts I-VI, 4 August 1995.
10. Institute of International Container Lessors (IICL), Repair Manual for Steel Freight Containers.
11. Institute Of International Container Lessors Standards (IICL).
12. International Convention for Safe Containers (CSC).
13. International Maritime Dangerous Goods Code (IMDG Code).
14. Joint Committee on Tactical Shelters Brochure, Department of Defense Standard Family of Tactical Shelters.
15. Joint Publication 4-01, Joint Doctrine for the Defense Transportation System.
16. Joint Publication 4-01.7, Joint Tactics, Techniques, and Procedures for Use of Intermodal Containers in Joint Operations.
17. Military Handbook-138B, Guide to Container Inspection for Commercial and Military Intermodal Containers.

18. Military Handbook-1791, Designing for Internal Aerial Delivery in Fixed Wing Aircraft.
19. Technical Bulletin 43-0002-40, Maintenance Expenditure Limits for FSC Group 81.
20. Technical Bulletin 55-8115-200-233, Standards and Maintenance of MILVAN Containers.
21. Technical Bulletin 55-8115-200-237P, Organization and Direct Support Maintenance Manual.
22. Technical Order 00-110N-16, Equipment Authorized for Use with Nuclear Weapons.
23. Technical Order 13C2-1-1, Cleaning, Repair and Test Instruction -- Cargo Tie Down Equipment.
24. Technical Order 1C-1-71, Listing of Cargo Tiedown Equipment Authorized for All Series Cargo Aircraft.
25. Technical Order 35D33-2-2-2, Instruction with Parts Breakdown -- 463-L Air Cargo Pallets, Types HCU-6/E and HCU-12/E.
26. Technical Order 35D33-2-3-1, Maintenance and Repair Instructions -- Air Cargo Pallet Nets, HCU-7/E, I, Side, HCU-15/C, II, Top, HCU-11/C, III, Side, HCU-16/C, IV, Top.
27. Technical Order 36M-1-141, Operator and Operation Instruction -- Materials Handling Equipment System Components of 463-L.
28. United States Code, 18 U.S.C. 1001, Statements or Entries Generally.

## DEFINITIONS

The following word/phrase definitions are provided for use in conjunction with this Regulation, Part VI.

1. **463-L System**. Aircraft pallets, nets, tiedown, and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems. Though designed for airlift, system components may have to move intermodal via surface to support geographic combatant objectives.
2. **American National Standards Institute**. The American National Standards Institute (ANSI) is the official United States (US) representative to the International Accreditation Forum, the International Organization for Standardization and, via the U.S. National Committee, the International Electrotechnical Commission. ANSI is also the U.S. member of the Pacific Area Standards Congress and the Pan American Standards Commission.
3. **Approval Authority**. A representative (person or organization) of the Commandant, United States Coast Guard, authorized to approve containers within terms of the International Conference for Safe Containers.
4. **Approved Continuous Examination Program**. An agreement between the owners of the equipment and the responsible governmental body to allow continuous examination of the equipment, e.g. containers. United States Coast Guard approval required.
5. **Breakbulk Ship**. A ship with conventional holds for stowage of breakbulk cargo, below or above deck, and equipped with cargo-handling gear. Ships also may be capable of carrying a limited number of containers, above or below deck.
6. **Common-Use**. Services, material, or facilities provided by a Department of Defense agency or a Military Department on a common basis for two or more Department of Defense agencies, elements, or other organizations as directed.
7. **Common-Use Container**. Any Department of Defense-owned, -leased or -controlled 20- or 40-foot International Organization for Standardization container managed by the United States Transportation Command as an element of the Department of Defense common-use container system.
8. **Common-User Land Transportation**. A program managed by a designated single manager for all Department of Defense motor carrier cargo movements in a theater, specific country, or geographic region. Theater Commander-In-Chief usually designates the predominate Department of Defense Component as the Common-User Land Transportation manager. Also called CULT.
9. **Common-User Military Land Transportation**. Point-to-point land transportation service operated by a single service for common-use by two or more services.

- 10. Component-Owned Container.** 20- or 40-foot International Organization for Standardization container procured and owned by a single Department of Defense (DOD) component. May be either on an individual unit property book or contained within a component pool, e.g., United States Marine Corps maritime pre-positioning force containers. May be temporarily assigned to the DOD common-use container system. Also called a Service-unique container.
- 11. Container.** An article of transport equipment that meets American National Standards Institute/International Organization for Standardization standards that is designed to be transported by various modes of transportation. These containers are also designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents and equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flatrack and other designs.
- 12. Container Control Officer.** A designated official (E-6 or above or civilian equivalent) within a command, installation, or activity who is responsible for control, reporting, use, and maintenance of all Department of Defense -owned and -controlled intermodal containers and equipment. This officer has custodial responsibility for containers from time received until dispatched.
- 13. Container-Handling Equipment.** Items of materials-handling equipment required to specifically receive, maneuver, and dispatch International Organization for Standardization containers. Also called CHE.
- 14. Containerization.** The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, transportation, packaging, storage, and security together with visibility of container and its contents into a distribution system from source to user.
- 15. Containership.** A ship specially constructed and equipped to carry only containers without associated equipment, in all available cargo spaces, either below or above deck. Containerships are usually non-self sustaining, do not have built-in capability to load or off-load containers, and require port crane service. A containership with shipboard-installed cranes capable of loading and offloading containers without assistance of port crane service is considered self-sustaining.
- 16. Defense Transportation System.** That portion of the Nation's transportation infrastructure that supports Department of Defense (DOD) common-user transportation needs across the range of military operations. It consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the DOD, except for those that are Service-unique or theater-assigned. Also called DTS.
- 17. Department of Defense (DOD) Intermodal Equipment System.** All DOD-owned, -leased, -controlled 20- or 40-foot intermodal International Organization for Standardization containers and flatracks, supporting equipment such as generator sets and chassis, container handling equipment, information systems, and other infrastructure that supports DOD

transportation and logistics operations, including commercially provided transportation services. This also includes 463-L pallets, nets, and tie down equipment as integral components of the DOD Intermodal Equipment System. Size and configuration of the common-use portion of the DOD container system controlled by the United States Transportation Command (USTRANSCOM), will be determined by USTRANSCOM based on established requirements and availability of commercially owned containers and equipment. USTRANSCOM will lease or procure additional containers as required to augment the DOD container system.

18. **Department of Defense-Owned Common-Use Container**. Any Department of Defense (DOD)-owned, -leased or -controlled 20- or 40-foot International Organization for Standardization container managed by the United States Transportation Command as an element of the DOD common-use container system which includes Containerized Ammunition Distribution System containers.
19. **Department of Defense Container Inventory System**. A “module” of the Asset Management System (AMS), the Department of Defense Container Inventory System is a true internet-based application, requiring only a commercial internet browser to operate. It is an Active Server Page developed using Microsoft Front Page, and operating against an Oracle database. AMS facilitates the Military Traffic Management Command maintaining the International Organization for Standardization intermodal container registry for the Department of Defense. Also called DODI.
20. **Destination**. The place where a container movement ceases. The destination may be the ending point of a deployment where the ultimate user or consumer of container contents, a retail supply point, or a consolidation and distribution point.
21. **Flatrack**. Portable, open-topped, open-sided, units that fit into existing below-deck container cell guides and provide a capability for container ships to carry oversized cargo; and wheeled and tracked vehicles.
22. **Gross Weight**. Weight of a container or pallet including freight and binding.
23. **Infrastructure**. A term generally applicable to all fixed and permanent installations, fabrications, or facilities for the support and control of military forces.
24. **Institute of International Container Lessors**. A technical committee consisting of container owners, operators, and manufacturers located in Bedford, NY, who prepare the Repair Manual for Steel Freight Containers. Also called IICL.
25. **Intermodal**. Type of international freight system that permits transshipping among sea, highway, rail, and air modes of transportation through use of American National Standards Institute/International Organization for Standardization containers, linehaul assets, and handling equipment.
26. **Intermodal Container**. See Container.

27. **Intermodal Support Equipment.** Fixed and deployable assets required to assist container operations throughout the intermodal container system. Included are straddle cranes, chassis, rough terrain container handlers, container cranes, and spreader bars.
28. **Intermodal Systems.** Specialized transportation facilities, assets, and handling procedures designed to create a seamless, transportation system by combining multimodal operations and facilities during the shipment of cargo.
29. **International Convention for Safe Containers.** A convention held in Geneva, Switzerland, on 2 December 1972, which resulted in setting standard safety requirements for containers moving in international transport. These requirements were ratified by the United States on 3 January 1978. Also called CSC.
30. **International Maritime Dangerous Goods Code (IMDGC).** The IMDGC regulates transport of hazardous materials by sea to prevent injury to persons, or damage to ships. The IMDGC lays down basic principles intended to prevent the negligent or accidental release of marine pollutants carried by sea. It contains detailed recommendations for individual substances and a number of recommendations for good practice are included in the classes dealing with such substances. Although the information contained in the IMDGC is primarily directed at mariners, the provisions may affect industries and services from the manufacturer to the consumer.
31. **International Organization for Standardization.** A worldwide federation of national standards bodies from some 100 countries, one from each country. The International Organization for Standardization (ISO) is a non-governmental organization, established to promote the development of standardization and related activities in the world with a view to facilitating the international exchange of goods and services, and to developing cooperation in the spheres of intellectual, scientific, technological, and economic activity. ISO's work results in international agreements, which are published as international standards. Also called ISO.
32. **Joint Logistics Over-the-Shore.** Logistics over-the-shore operations conducted by two or more Military Services. Also called JLOTS.
33. **Long Ton.** 2,240 pounds. Also called LT; L/T; or LTON.
34. **Logistics-Over-the-Shore Operations.** The loading and unloading of ships without the benefit of deep draft-capable, fixed port facilities, in friendly or nondefended territory, and, in time of war, during phases of theater development in which there is no opposition by the enemy; or as a means of moving forces closer to tactical assembly areas dependent on threat force capabilities. Also call LOTS operations.
35. **Materials Handling Equipment.** Mechanical devices for handling of supplies with greater ease and economy. Also called MHE.
36. **Measurement Ton.** The unit of volumetric measurement of equipment associated with surface-delivered cargo. Measurement tons equal total cubic feet divided by 40. (One measurement ton = 40 cubic feet). Also called M/T, MT, MTON.

37. **Military Performance Specification Container**. A container that meets specific written standards. Also called MILSPEC container.
38. **Military Sealift Command**. A major command of the United States (US) Navy and the US Transportation Command's component command responsible for designated common-user sealift transportation services to deploy, employ, sustain, and redeploy US forces on a global basis. Also called MSC
39. **Military Traffic Management Command**. A major command of the United States (US) Army and the US Transportation Command's component command responsible for designated continental US land transportation as well as common-user water terminal and traffic management service to deploy, employ, sustain, and redeploy US forces on a global basis. Also called MTMC.
40. **Military Van**. Military-owned, demountable container, conforming to United States and international standards, operated in a centrally controlled fleet for movement of military cargo. Also called MILVANS.
41. **Non Self-Sustaining Containership**. A containership that does not have a built-in capability to load or offload containers, and requires a port crane or craneship service.
42. **Origin**. Beginning point of a deployment where unit or non-unit-related cargo or personnel are located.
43. **Palletized Load System**. A truck with hydraulic load handling mechanism, trailer and flatrack system capable of self-loading and -unloading. Truck and companion trailer have a 16.5-ton payload capacity. Also called PLS.
44. **Palletized Load System Flatrack**. Topless, sideless container component of palletized load system, some of which conform to International Organization for Standardization specifications.
45. **Sealift Enhancement Program**. Special equipment and modifications that adapt merchant-type dry cargo ships and tankers to specific military missions. They are typically installed on Ready Reserve Fleet ships or ships under the Military Sealift Command control. Sealift enhancements fall into three categories: productivity, survivability, and operational enhancements.
46. **Self-Sustaining Containership**. A containership with shipboard-installed cranes capable of loading and offloading containers without assistance of port crane service.
47. **Service-Unique Container**. Any 20- or 40-foot International Organization for Standardization container procured or leased by a Service to meet Service-unique requirements. Also called component-owned container.
48. **Shelter**. An International Organization for Standardization container outfitted with live- or work-in capability.

- 49. **Short Ton.** 2,000 pounds. Also called S/T or STON.
- 50. **Single Manager.** A Military Department or Agency designated by Secretary of Defense to be responsible for management of specified commodities or common Service activities on a Department of Defense-wide basis.
- 51. **Stuffing.** Packing of cargo into a container.
- 52. **Tare Weight.** The weight of a container deducted from gross weight to obtain net weight or the weight of an empty container.
- 53. **Theater-Assigned Transportation Assets.** Transportation assets that are assigned under the combatant command (command authority) of a geographic combatant commander.
- 54. **Transportation Component Command.** The three component commands of United States Transportation Command: Air Force Air Mobility Command, Navy Military Sealift Command, and Army Military Traffic Management Command. Each transportation component command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-unique missions. Also called TCC.
- 55. **United States Transportation Command.** The unified command with the mission to provide strategic air, land, and sea transportation for the Department of Defense, across the range of military operations. Also called USTRANSCOM.
- 56. **Unstuffing.** The removal of cargo from a container. Also called stripping.

## **ABBREVIATIONS AND ACRONYMS**

ADUSD(TP)	Assistant Deputy Under Secretary of Defense, Transportation Policy
AF	Air Force
AIT	Automated Identification Technology
AMC	Air Mobility Command
AMS	Asset Management System
ANSI	American National Standards Institute
AOR	Area of Responsibility
APOE	Aerial Port of Embarkation
BL	Bill of Lading
C2	Command and Control
CADS	Containerized Ammunition Distribution System
CAT	Crisis Action Team
CCO	Container Control Officer
CFR	Code of Federal Regulations
CHE	Container Handling Equipment
CINC	Commander in Chief
CJCS	Chairman of the Joint Chiefs of Staff
CMR	Container Movement Report
CONUS	Continental United States
CSC	International Convention for Safe Containers
DOD	Department of Defense
DODAAC	Department of Defense Activity Account Code
DODI	DOD Container Inventory System
DRMO	Defense Reutilization and Marketing Office
DTR	Defense Transportation Regulation
DTS	Defense Transportation System
E-Mail	Electronic Mail
FAX	Facsimile
GTN	Global Transportation Network
HAZMAT	Hazardous Material
HQ	Headquarters
IAW	In Accordance With
IICL	Institute of International Container Lessors
IM	Inventory Manager
IMDGC	International Maritime Dangerous Goods Code
ISO	International Organization for Standardization

ITV	In-Transit Visibility
JLOTS	Joint Logistics Over-the-Shore
LMF	Language Media Format
MAJCOM	Major Command
MEL	Maintenance Expenditure Limit(s)
MHE	Materiel Handling Equipment
MIL-HDBK	Military Handbook
MILSPEC	Military Specification
MILVAN	Military Van (Container)
MIPR	Military Interdepartmental Purchase Request
MSC	Military Sealift Command
MST	Mission Support Team
MTMC	Military Traffic Management Command
OPLAN	Operations Plan
OSC	Operations Support Command
OSD	Office of Secretary of Defense
PBO	Property Book Office
PLS	Palletized Load System
POC	Point of Contact
RCS 8701	RCS: MTC-DR (M&Q) 8701
RFID	Radio Frequency Identification Tag
RFP	Request for Proposal
SAAM	Special Assignment Airlift Mission
SAP	Security Assistance Program
SPM	System Program Manager
SPOD	Seaport of Debarkation
SPOE	Seaport of Embarkation
TALCE	Tanker Airlift Control Element
TCN	Transportation Control Number
TO	Technical Order
TPFDD	Time Phased Force Deployment Data
TWCF	Transportation Working Capital Fund
U.S.C.	United States Code
US	United States
USCINTRANS	Commander in Chief United States Transportation Command
USTRANSCOM	United States Transportation Command

WR-ALC	Warner Robins Air Logistics Center
WRM	War Reserve Material
WWW	Worldwide Web

## WEB SITES

Air Force Joint Manual 24-204, Defense Logistics Agency Instruction 4145.3, Marine Corps Order P4030.19G, Naval Supply Publication 505, Technical Manual 38-250, Preparing Hazardous Material for Military Air Shipments:

<https://www.afmc-mil.wpafb.af.mil/Hazmat/AFJMAN.htm>

or

<http://www.afmc-pub.wpafb.af.mil/Hazmat/>

Military Handbook-138B, Guide to Container Inspection for Commercial and Military Intermodal Containers:

<http://www.techresearchgroup.com/mil-hdbk.htm>

Global Transportation System:

<https://www.gtn.transcom.mil>

DOD Container Inventory System:

<https://eta.mtmc.army.mil/> then select Freight/Cargo and DOD Container Inventory (DODI)

Defense Transportation Regulation VI:

<http://public.transcom.mil/j4/j4lt/dtr.html>

Department of Defense Standard Family of Tactical Shelters:

<http://www.sbccom.army.mil/hooah/pubs/jocotas.pdf>

Leasing Containers:

<http://www.mtmc.army.mil/CONTENT/428/checklist.pdf>

## **CHAPTER 601**

### **POLICY**

#### **A. PURPOSE**

1. This Regulation prescribes uniform policies, responsibilities, and procedures governing management and control of the Department of Defense (DOD) intermodal equipment system and system 463-L pallets, nets, and tiedown equipment. The equipment system includes intermodal containers and container services, either DOD-owned, -leased or commercially provided, and other International Standards Organization (ISO)-configured equipment held by DOD activities before, during, or after intermodal shipment in the Defense Transportation System (DTS). This Regulation establishes responsibilities and guidelines for the DOD equipment system and system 463-L asset acquisition, control, facilities, funding, handling, in-transit visibility (ITV), maintenance, management, training, disposition, ISO registration, and accountability.

2. It is the intent of this Regulation to provide a seamless transportation system that cooperatively interacts with commercial operations to enhance combat effectiveness, safety, and efficiency.

3. Joint Publication 4-01.7, Joint Tactics, Techniques, and Procedures for Use of Intermodal Containers in Joint Operations, provides an overview of containers and associated container handling equipment available to or in use within the DOD.

#### **B. INDIVIDUAL MISSIONS, ROLES, AND RESPONSIBILITIES**

1. It is DOD policy that the DOD Components must:

a. Establish an intermodal equipment-oriented distribution system of sufficient capability to meet DOD-established required delivery dates for mobilization, deployment, employment, sustainment, and redeployment.

b. Use the DOD intermodal equipment system for movement of supplies and equipment across the range of military operations consistent with the supported commander's concept of operations, requirements, and capabilities.

c. Make optimum use of the capability of intermodal equipment resources and services furnished by the commercial transportation industry when doing so is responsive to military requirements and consistent with prudent business practices.

d. Ensure commonality and interoperability of intermodal equipment and infrastructure, to include information systems, between the DOD Components and commercial industry.

(1) 20- and 40-foot American National Standards Institute (ANSI)/ISO containers are the designated standards for DOD unit equipment and sustainment. The 20-foot ANSI/ISO container is designated as the DOD standard for containerized munitions shipments.

(2) Containers leased or procured for transportation are to be used solely for that purpose.

(3) System 463-L assets are key components of the airlift portion of the DTS. Maintenance of readiness capability requires strict management of these assets.

2. The Assistant Deputy Under Secretary Of Defense, Transportation Policy will:

a. Provide oversight for continued development of the DOD intermodal equipment system.

b. Maintain liaison and coordinate container system development with Federal, executive, regulatory, trade, and private sector organizations.

c. Provide policy guidance implementing this Regulation.

d. Review, at least annually, the status of each program assigned in Appendix D of this Regulation.

3. The Chairman of the Joint Chiefs of Staff (CJCS) will:

a. Assign a lead agent to develop joint container tactics, techniques, and procedures within the joint doctrine development program.

b. Through the assigned lead agent, provide oversight on all Services' programs in relation to their interoperability with the DTS.

c. Provides oversight and impetus through the Mobility Requirements Study by ensuring adequate funding and support is given to these mobility assets.

4. The Heads of the DOD Components will:

a. Use the DOD intermodal container system effectively and efficiently to meet national security objectives and balance DOD container system cost efficiencies with operational effectiveness.

b. Implement DOD intermodal container policy and procedures to ensure system efficiency, effectiveness, and interoperability.

c. Ensure proper management of all DOD intermodal platforms, including containers, flatracks, 463-L pallets, nets, tiedown equipment, and associated equipment.

d. Advise the United States Transportation Command (USTRANSCOM) of peacetime and contingency container requirements for the DOD container system.

e. In conjunction with USTRANSCOM, attain and maintain effective, efficient ITV capability for container assets and contents. Ensure shipping activities are aware of standard shipment documentation requirements and enforce compliance with applicable standards.

f. Provide status reports (Container Movement Report (CMR) RCS MTMC-179) on DOD common-use and Army-owned containerized ammunition distribution system (CADS) containers to the Military Traffic Management Command (MTMC) in accordance with (IAW) Chapter 605.

g. Notify MTMC of DOD-owned containers excess to mission needs.

h. Establish and maintain a program to ensure container inspections are conducted IAW Military Handbook (MIL-HDBK)-138B, Guide to Container Inspection for Commercial and Military Intermodal Containers located at <http://www.techresearchgroup.com/mil-hdbk.htm>.

i. Establish and maintain container control functions at Continental United States (CONUS) and overseas locations that own, control, manage, or otherwise affect movement of intermodal containers.

j. Incorporate ANSI/ISO standards for all requirements, designs and development of military equipment and logistics support. Equipment acquisitions and support systems must interface with the DOD intermodal equipment system.

5. The Secretaries of the Military Departments will:

a. Ensure organizations are adequately trained, equipped, and manned to operate, support, or interface with the DOD container system.

b. Procure all DOD-owned containers to ANSI/ISO standards to ensure compatibility with the commercial intermodal transportation system.

c. Maintain all DOD-owned containers and ISO-configured tactical shelters and equipment to International Convention for Safe Containers (CSC), International Safe Container Act of 1980 (46 United States Code (U.S.C.) app.1503), International Maritime Dangerous Goods Code (IMDGC), and Institute of International Container Lessors (IICL) standards. Proper maintenance and periodic inspections of containers ensures both compatibility with the commercial intermodal transportation system and compliance with applicable federal and international serviceability standards.

d. Program, budget, and fund those assets, services, and systems necessary to support the DOD intermodal equipment system.

e. Ensure organizations maintain a central repository for CSC inspection reports. The records must include in addition to identification of the container, a record of the date of last examination and a means of identifying the examiner. The records must be maintained in an office under the control of the owner (49 Code of Federal Regulations (CFR), Part 452 Examination of Containers, Paragraph 452.3).

6. The Secretary of the Army will:

- a. Develop, in coordination with other DOD Components, doctrine (tactics, techniques, and procedures) for reception, staging, onward movement, and retrograde of intermodal containers and support equipment to include information systems in a theater of operations.
- b. Identify the Army's force structure, equipment, information requirements, and training requirements for the in-theater reception, onward movement, and retrograde of intermodal containers and support equipment.
- c. When assigned as the joint battlefield and/or theater distribution manager, with common-user land transportation responsibility, support USTRANSCOM in performing its worldwide mission of management and control of intermodal containers.
- d. In conjunction with the Navy, support development of interoperable container offload and onward movement capability to include sustained joint logistics over-the-shore (JLOTS) operations.
- e. Provide the Intermodal Dry Cargo Container/CSC Reinspection Course to the DOD Components.
- f. Obtain from container manufacturer and/or develop and publish container maintenance manuals, technical bulletins, and other container related publications to include the Department of Defense Standard Family of Tactical Shelters brochure.
- g. Centrally procure containers (performance standard and military specification (MILSPEC); i.e., palletized load system (PLS)-flatracks) for the Army and provide like services for the DOD Components.
- h. Develop, maintain, implement, and promulgate the Containerized Ammunition Distribution Plan for use by all Services.
- i. Program, budget, and fund for life cycle costs (i.e., acquisition and/or replacement, maintenance, and repair) related to the mobilization and/or surge portion of the Army-owned CADS container fleet.
- j. Represent all Services in regard to ISO-Configured Tactical Shelters.
- k. Ensure Army container owners maintain a central repository for CSC inspection reports for containers owned by each organization to ensure compliance with 49 CFR 452.

7. The Secretary of the Navy will:

- a. In conjunction with the Army, support development of interoperable container offload and onward movement capability to include sustained JLOTS operations.
- b. Maintain the Sealift Enhancement Program, ensuring that the DOD retains the capability to strategically deploy unit equipment and sustainment cargo via the DOD/commercial intermodal container system.

c. Ensure Navy and Marine Corps container owners maintain a central repository for CSC inspection reports for containers owned by each organization to ensure compliance with 49 CFR 452.

8. The Secretary of the Air Force will:

a. Program, budget, and fund for life-cycle costs (i.e., acquisition and/or replacement, maintenance, and repair) of equipment required to move containers via the airlift (463-L) system.

b. Develop, maintain, implement, and promulgate an Air Movement Plan for use by all Services.

c. Ensure Air Force container owners maintain a central repository for CSC inspection reports for containers owned by each organization to ensure compliance with 49 CFR 452.

9. The Commanders of the Combatant Commands will:

a. During deliberate, crisis action, and exercise planning, develop requirements and optimize use of the DOD container system for cargo movement between origin and destination consistent with the supported commander's concept of operations.

b. Integrate the DOD container system into the CJCS exercise program.

c. Ensure container management is carried out in areas of responsibility (AOR).

d. Assign responsibilities for container control functions IAW this Regulation, Part II, Cargo Movement.

e. Coordinate, as appropriate, with component installation and organizations for continuous visibility of all containers arriving, departing, and moving within the AOR.

f. Provide for effective, efficient receipt, movement, and return of DOD-owned, -leased, or -controlled containers and associated equipment entering the theater of operations. DOD-controlled containers are those containers owned by ocean carriers that are available to DOD and under DOD control as part of the Universal Services Contract.

g. Ensure system 463-L pallet management is carried out in the AOR.

h. Provide for control, expeditious download, and return of 463-L pallets, nets, and tiedown equipment entering the theater.

10. The Commander In Chief (CINC), USTRANSCOM (USCINCTRANS), will:

a. Serve as the DOD single manager for DOD common-use containers moving in the DTS and for providing container management services.

b. Provide management support to the Services and Commanders of Combatant Commands for Service-unique or theater-assigned container system assets when:

(1) The Secretary of Defense directs; or

(2) USCINCTRANS and the affected Service Chief or unified CINC so agrees.

c. Provide the DOD with container management services through MTMC to include purchasing, leasing or selling of intermodal equipment, support services (i.e., maintenance, repair, inspection, etc.) and asset management of government owned intermodal equipment.

d. Determine overall DOD intermodal container scenario-based contingency requirements and recommend size, quantity, and composition of DOD-owned, common-use and/or leased containers to the Services. Coordinate with the Services to program or develop acquisition strategies, as required.

e. Augment DOD common-use container capability, when appropriate, by agreed-upon transfer of DOD Component container capability not in use, through leasing and/or procurement, or activation of contingency intermodal container agreements with industry.

f. Develop, publish, and maintain appropriate publications for the Office of the Secretary of Defense (OSD) related to the management and control of the DOD intermodal equipment system, including policy and regulations.

g. During deliberate, crisis action, and exercise planning, optimize use of the DOD container system for origin to destination cargo deployment, consistent with the supported commander's concept of operations.

h. Ensure appropriate mechanisms exist for container prioritization should shortfalls occur during time sensitive deployment situations.

i. Attain and maintain effective, efficient ITV capability for container assets and contents. In conjunction with the DOD Components, develop and coordinate requirements for data to effect shipment of cargo in containers. Ensure distribution of information concerning performance of shipping activities in generating accurate and complete data.

j. Manage the Joint Container Exercise Program in the Joint Chiefs of Staff Exercise Program.

k. Direct DOD components to conduct periodic inventories of all DOD ISO containers and ISO-configured shelters.

11. The Commander MTMC will:

a. Provide management and control (including prepositioning, inspection, certification, maintenance, repair, disposal, and replacement) of the Army-owned CADS container fleet to meet prepositioned container requirements and for use by all the Services in peacetime and contingencies.

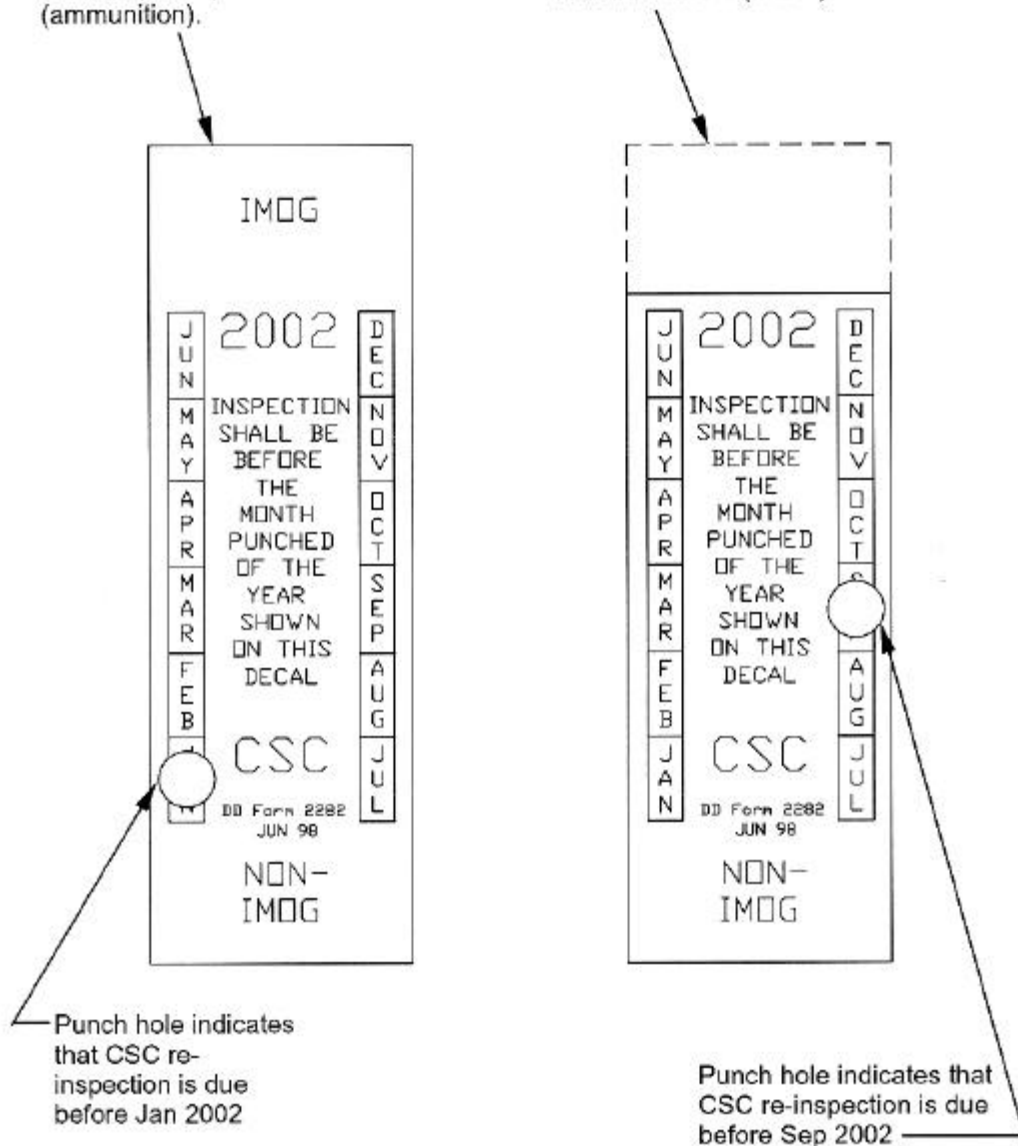
- b. Provide asset visibility of DOD-owned, leased, and commercial intermodal equipment while equipment is in the DTS through the Global Transportation Network (GTN) interface.
- c. Provide management support services to DOD components for all DOD-owned containers including Service-unique or theater-assigned containers as agreed to by USTRANSCOM and the Service/Unified Commander concerned.
- d. Develop and maintain contingency plans and position DOD-owned or leased intermodal equipment, as required.
- e. Develop for the Army a life cycle funding profile for the CADS container fleet that includes appropriated funds for mobilization and/or surge containers and Transportation Working Capital Fund (TWCF) for peacetime container support to the munitions community.
- f. Coordinate the lease and/or procurement of containers and intermodal equipment required to meet DOD container system requirements as delegated by USTRANSCOM or requested by the Services.
- g. Ensure DOD interests are considered during revision and/or refinement of international container standards and other intermodal-related matters.
- h. Maintain a central repository for CSC inspection reports on CADS fleet containers to ensure compliance with 49 CFR 452.
- i. Establish a worldwide-automated container monitoring and management system for the DOD container system and CADS containers that is compatible with or interfaces with the GTN and other command and control (C2) systems developed by USTRANSCOM.
- j. Issue ISO numbers and maintain an ISO register of all DOD-owned intermodal containers and ISO-configured shelters by DOD Activity Address Code (DODAAC) and type container. Manage and provide administrative support to the DOD container inventory process at the direction of USTRANSCOM and promulgate DOD inventory procedures. Maintain an automated web-based DOD container inventory system capability for DOD and provide the Services with a digitized copy of their ISO container/shelter inventories.
- k. Obtain and issue required number of DD Forms 2282, Convention for Safe Container (CSC) Reinspection Decal, Figure 601-1, to container responsible activities.
- l. Represent the DOD before the Equipment Interchange Association pertaining to coding, marking, CSC plating, and reinspecting ISO containers.
- m. Negotiate intermodal rates and procure related services to meet DOD intermodal equipment and transportation requirements.

**MIL-HDBK-138B**

- Notes: 1. To improve clarity, decals are shown larger than actual size.
2. Decals are to be removed completely from containers failing the applicable inspection criteria

Decal with top "IMDG" portion remaining indicates container is serviceable for shipment of all items including UN Hazard Class 1 (IMDG) items (ammunition).

Decal with top "IMDG" portion removed (or cut off) indicates container is only serviceable for shipment of general cargoes and cannot be used for UN Hazard Class 1 (IMDG) items.



**Figure 601-1. DD Form 2282, Convention for Safe Container (CSC) Reinspection Decal**

12. The Commander Military Sealift Command (MSC) will:

- a. Provide operational management and control (including maintenance and repair) of the MSC-owned dry cargo and refrigerated container fleet, military heavy-duty ISO flatracks, chassis, and support equipment.
- b. Manage MSC containers dedicated to resupply of locations such as Diego Garcia that are not economical for United States (US) flag commercial ship operators.
- c. Maintain a central repository for CSC inspection on MSC owned containers and military heavy-duty ISO flatracks to ensure compliance with 49 CFR 452.

13. The Commanders of CONUS and Overseas Installations/Commands will:

- a. Establish container control functions and appoint a Container Control Officer (CCO) to ensure proper control of container assets.
- b. Provide effective, efficient receipt, stuffing, unstuffing, and appropriate disposition of containers entering their AOR. Provide for prompt return to the DTS of DOD common-use and CADS containers.
- c. Provide a CMR IAW procedures established within this Regulation to MTMC.
- d. Coordinate with other commands in their AOR for movement of cargo to ensure requirements are matched to available containers.
- e. Provide funding to and carry out inspection of DOD-owned common use intermodal equipment assets moving through the AOR as established by this Regulation.
- f. Ensure DOD common-use containers are maintained and/or repaired to organization (unit) level serviceability standard and those requiring repair beyond that level are reported to MTMC IAW instructions in Chapter 604.
- g. Ensure that proper container disposal procedures including documentation requirements are complied with IAW Chapter 604.
- h. Control and report all container movements within their geographic AOR IAW procedures established within this Regulation.
- i. Maintain coordination with MTMC in the CONUS and with appropriate commands at other locations to manage and control DOD common-use and CADS containers.
- j. Conduct physical inventories of container equipment under their control as directed by USTRANSCOM IAW instructions in Chapter 605.
- k. Ensure all DOD-owned/leased containers and related intermodal equipment are properly used, handled, and stored at all times IAW regulatory guidance.

l. Ensure CADS containers requiring repairs are reported to MTMC in the CONUS, or to any MTMC port administering a container repair contract when located outside the CONUS. When authorized by MTMC or its port representative, ensure CADS containers requiring organization (unit) level repairs are properly repaired and work done is reported IAW MTMC procedures.

m. Initiate a Report of Survey and/or other required documentation IAW appropriate regulations for any lost, damaged, or destroyed DOD-owned container assets. Report survey of container(s) to MTMC for removal of ISO Serial number(s) from the ISO Registry.

14. Headquarters (HQ), United States Air Force Deputy Chief of Staff Installations and Logistics.

These officials review and approve policy, programming and budget packages pertaining to 463-L pallets and nets.

15. HQ, Air Force Material Command Deputy Chief of Staff for Requirements, Product and Materiel Group Division.

This office will work with the System Program Manager (SPM) and Inventory Manager (IM) to develop policy for the management of 463-L pallets and nets.

16. SPM and IM.

The DOD Office of Primary Responsibility for all matters concerning 463-L system pallet and net management is the SPM, Warner Robins Air Logistics Center (WR-ALC)/LES. WR-ALC/LESVG maintains IM responsibility for 463-L pallets and nets. These managers will:

a. Review and approve war reserve material (WRM) pre-positioning locations and levels.

b. Distribute new production and depot-repaired pallets in coordination with Air Force (AF) Major Command (MAJCOM) and DOD Component pallet and net monitors.

c. Identify and redistribute excess assets to fill shortages in coordination with AF MAJCOM and DOD Component pallet and net monitors.

d. Review and approve or disapprove requests for redistribution of WRM assets.

e. Provide special shipping instructions for redistribution actions.

f. Chair the biennial Worldwide 463-L System Pallet and Net Conference.

g. Chair the 463-L System Pallet and Net Working Group.

h. Track both Worldwide 463-L System Pallet and Net Conference and Working Group action items, pursuing satisfactory resolution.

- i. Approve or disapprove requests for permanent modifications to 463-L pallets for specialized transportation purposes.
- j. Compile quarterly RCS: MTC-DR (M&Q) 8701 (RCS 8701) reports into a DOD worldwide operational and WRM pallet and net status report.
- k. Review investigative reports of inventory variances, and direct corrective actions or further study should trends develop or justification be insufficient.
- l. Determine the quarterly variances in the DOD-wide pallet and net inventory. Document and retain this quarterly reconciliation with the quarterly RCS 8701.
- m. Investigate any unaccountable gains or losses that exceed five percent of the worldwide inventory.
- n. Coordinate, as necessary, with contracting, procurement, acquisition, and budget representatives to surge pallet and net repair and purchasing contracts should contingencies warrant such actions.
- o. Oversee the preparation and revision of all commercial contracts pertaining to the design, acquisition, and repair of 463-L pallets and nets.
- p. Review and approve annual pallet and net requirements submissions to ensure that subordinate activities correctly accomplish the pallet and net validation process, and that each submission represents the minimum essential number of assets required to accomplish the mission.
- q. Request an immediate baseline inventory of pallet and net assets (compilation of most recent reports maintained at unit level), if necessary, upon notification of an impending conflict or contingency situation.
- r. Redistribute assets during a conflict or contingency to satisfy urgent, mission essential requests for additional pallets and nets.
- s. Upon implementation of war plans notify AF MAJCOM and DOD Components to terminate accountability of WRM pallet and net assets.
- t. Review supplements to this Regulation.

17. AF MAJCOM and DOD COMPONENT Pallet and Net Monitors will:

- a. Control, maintain, and report operational and WRM pallet and net assets IAW the guidelines and precepts established in this Regulation and applicable technical orders.
- b. Develop, obtain approval for, publish, update, and distribute supplements to this Regulation.

- c. Using inputs from subordinate organizations, compile and submit quarterly RCS 8701.
- d. Identify and analyze variances in operational/WRM inventories and report the findings in the remarks section of the RCS 8701.
- e. Investigate differences between assets actually on hand and what should be on hand and, when the variance is greater than five percent, plus or minus, send the results of the investigation to the IM before the next scheduled quarterly reporting period.
- f. Annually revalidate and revise operational and WRM pallet and net requirements.
- g. Ensure and document, on the annual revalidation, that requirements submitted are the minimum essential required to accomplish the mission, by verifying that subordinate activities are adhering to pallet and net requirements determination procedures.
- h. Coordinate with the IM on all inter-MAJCOM or inter-DOD Component redistributions.
- i. Redistribute assets to reduce significant overages and fill shortages.
- j. Obtain a waiver from the SPM if organization assets are not controlled or accounted for with a control log.
- k. Ensure installation level pallet and net repair capabilities are established, if feasible.
- l. Report overages, shortages or urgent requirements to the IM.
- m. Comply with directives pertaining to the responsibility for loss, damage, and destruction of public property in management, control and use of 463-L pallets and nets. Ensure unit pallet and net managers comply with Technical Orders (TOs) 35D33-2-2-2, Instruction with Parts Breakdown -- 463-L Air Cargo Pallets, Types HCU-6/E and HCU-12/E and 35D33-2-3-1, Maintenance and Repair Instructions -- Air Cargo Pallet Nets, HCU-7/E, I, Side, HCU-15/C, II, Top, HCU-11/C, III, Side, HCU-16/C, IV, Top and take appropriate action if pallets and nets are damaged or destroyed due to negligence.
- n. Perform spot checks to fully evaluate a subordinate activity's pallet and net requirements determination process.
- o. Follow up on inspection or audit findings on pallet and net management and take appropriate corrective action.
- p. Make assets available to organizations that do not possess WRM pallets and nets but require them for deployments, Special Assignment Airlift Missions (SAAM), or exercises.
- q. Delete permanently modified pallets from the 463-L pallet inventory and discontinue reporting them in the RCS 8701.

- r. At the onset of a conflict or contingency, be prepared to compile and submit an immediate baseline inventory of both operational and WRM assets (using data from reports maintained at unit level), if directed by the SPM or IM.
- s. During a conflict or contingency, be prepared to release all 463-L assets to support increased worldwide airlift requirements.
- t. During a conflict or contingency, use assets from MAJCOM or DOD Component WRM and operational stockpiles before requesting additional assets.
- u. Immediately notify the SPM or IM and request assistance if 463-L assets are not available for missions supporting conflict or contingency operations.
- v. Take appropriate action to ensure deployed organizations return pallet and net assets to the airlift system as soon as practical upon arrival at their final deployed destination during a conflict or contingency.
- w. Update pallet and net records to reflect gains or losses as a result of redistribution actions during a contingency or conflict.
- x. Upon implementation of war plans and notification from WR-ALC, terminate accountability of WRM assets by providing installation supply a copy of message/letter terminating accountability.

18. Organization Pallet and Net Managers will:

- a. Control, maintain, and report pallets and nets IAW this Regulation, its supplements, and referenced TOs.
- b. Conduct inspections to ensure proper use and storage of WRM pallets and nets, as required in TO 35D33-2-2-2 and TO 35D33-2-3-1.
- c. Conduct a physical inventory of operational pallets and nets as required by the AF MAJCOM or DOD Component pallet and net monitor. Submit the results to the AF MAJCOM or DOD Component monitor, as directed.
- d. Revalidate requirements at least annually and document that they are the minimum required to accomplish the mission.
- e. Maintain a control log to provide a clear audit trail for pallet and net losses or gains.
- f. Control and account for WRM assets.
- g. For units not possessing WRM pallets and nets, coordinate with the AF MAJCOM or DOD Component pallet and net monitor to obtain pallets and nets for unprojected deployments, SAAMs, and exercises.

h. Adhere to shipping instructions prescribed in referenced TOs when preparing to ship assets.

i. Ensure that unit personnel are aware that WRM pallet and net assets must be returned to the airlift system immediately upon arrival at the final deployed destination. Require a one-for-one exchange for all pallets, nets, and tiedown equipment, when practical. Note all exceptions to the one-for-one exchange policy in a control log.

j. Conduct investigations of unexplained pallet and net losses. Forward results to the AF MAJCOM or DOD Component pallet and net monitor.

k. Procure, control, clean, and repair stock-funded tiedown equipment.

l. Scrutinize over-the-road movement of pallets to reduce the possibility of damage.

m. Monitor installation-level repair and condemnation of pallets and nets.

n. Advise personnel of the potential for liability if pallets and nets are damaged or destroyed due to negligence.

o. In the event of a conflict or contingency, be prepared to ship, on short notice, large quantities of serviceable pallets and nets to other organizations at the direction of the AF MAJCOM or DOD Component pallet and net monitor.

## **CHAPTER 602**

### **CONTAINER PROCEDURES**

#### **A. MANAGEMENT AND CONTROL**

1. All DOD-owned and leased pool intermodal ISO containers, flatracks, and associated equipment (20- or 40-foot) procured for transportation of cargo are DOD container system assets and provide potential capability for common-use service, as agreed upon in memoranda of agreement and/or understanding between each Service and USTRANSCOM.

a. DOD common-use containers, both owned and leased, will be managed by USTRANSCOM through MTMC while in the DTS across the range of military operations.

b. Service-unique ISO containers pre-positioned at unit installations or ammunition and supply depots will be managed by the DOD Component that owns or controls the cargo until placed in the DTS. During movement in the DTS, USTRANSCOM will manage and control these containers.

c. The supported geographic combatant commander is responsible for establishing and enforcing an effective container/intermodal equipment return program that includes abandoned assets.

2. The DOD inventory consists of all types of ISO containers. These include end opening, side opening, open top, refrigerated, liquid bulk (tank), flatracks, half-heights, modular, and other special ISO containers.

a. The DOD Components will maintain all DOD containers IAW CSC/46 U.S.C. app. 1503 regulations and, if appropriate, IMDGC standards so containers are capable to move cargo for which they were initially intended (i.e., ammunition, general cargo, refrigerated cargo, etc.).

b. The DOD Components are responsible for funding all maintenance and repair for their containers, and ensuring containers under their control meet established standards.

#### **B. UTILIZATION**

1. DOD-owned containers may be used for routine shipment of cargo only if commercial containers are either unavailable or do not meet mission requirements, e.g., repositioning of DOD-owned containers.

2. DOD common-use and/or CADS containers may be used for storage only if approved by MTMC. Component-owned container assets may be used for storage and/or prepositioning and staged deployment equipment programs as approved by the Component involved.

3. DOD-owned containers may be used for Security Assistance Program (SAP) shipments or shipments for which the cargo is intended for use by a military or government other than that of the US only if approved by the DOD-component owning the containers. Approval is dependent upon determination that return of the asset to normal traffic patterns will not increase costs to the US Government, and that there are no commercial assets available.

## **C. PROCUREMENT AND LEASING**

### **1. Procurement.**

a. Non MILSPEC (Commercial) Containers. MTMC centrally procures common-use ISO containers, services, and support equipment for the DOD container system and procures Service-unique ISO containers, services, and support equipment for DOD Components upon request. Contract actions expected to exceed \$25,000 must be synopsisized and published in the Commerce Business Daily. This process requires a minimum of 45 days between publishing the synopsis and the date set for receipt of proposals. Procurement administrative lead-time of 150 to 175 days should be scheduled for contract actions greater than \$25,000 (the 45-day synopsis period is included in this timeframe). The requesting activity should notify MTMC as soon as possible of new requirements. MTMC can be first notified by electronic mail (E-mail) (lease@mtmc.army.mil) that includes all information outlined below in subparagraphs C.1.a.(1)-(5) only to initiate purchase actions. MTMC must also receive standard written correspondence, with identical information before purchases and/or leases for any dollar value will be finalized. MTMC will provide specific "requirements" instructions to each requestor.

(1) Detailed purchase description, specification, or statement of work designed to communicate a clear, accurate description of essential characteristics and functions of the items(s). Must include size, type, and any special items required (i.e., certified to move ammunition or hazardous materials (HAZMAT)).

(2) Quantity required. Must identify any additional quantities that are desired as an option.

(3) Required delivery dates at requester's facility for initial and option quantities. Give location, hours of operation, address, points of contact (POC), and phone numbers.

(4) Any required instructions for spare parts provisioning technical documentation. Provide a completed DD Form 1423, Contract Data Requirements List, Figure 602-1, for all data and reports, technical or otherwise that are required deliverables under the contract.

<b>CONTRACT DATA REQUIREMENTS LIST</b>												Form Approved OMB No. 0704-0188	
The public reporting burden for this collection of information is estimated to average 440 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0704-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to the above address. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.													
<b>A. CONTRACT LINE ITEM NO.</b>			<b>B. EXHIBIT</b>		<b>C. CATEGORY:</b> TDP _____ TM _____ OTHER _____								
<b>D. SYSTEM/ITEM</b>				<b>E. CONTRACT/PR NO.</b>				<b>F. CONTRACTOR</b>					
1. DATA ITEM NO.		2. TITLE OF DATA ITEM						3. SUBTITLE					
4. AUTHORITY (Data Acquisition Document No.)				5. CONTRACT REFERENCE				6. REQUIRING OFFICE					
7. DD 250 REQ		9. DIST STATEMENT REQUIRED		10. FREQUENCY		12. DATE OF FIRST SUBMISSION		14. DISTRIBUTION					
8. APP CODE				11. AS OF DATE		13. DATE OF SUBSEQUENT SUBMISSION		a. ADDRESSEE		b. COPIES			
								Draft		Final			
										Reg		Repro	
16. REMARKS								15. TOTAL →					
1. DATA ITEM NO.		2. TITLE OF DATA ITEM						3. SUBTITLE					
4. AUTHORITY (Data Acquisition Document No.)				5. CONTRACT REFERENCE				6. REQUIRING OFFICE					
7. DD 250 REQ		9. DIST STATEMENT REQUIRED		10. FREQUENCY		12. DATE OF FIRST SUBMISSION		14. DISTRIBUTION					
8. APP CODE				11. AS OF DATE		13. DATE OF SUBSEQUENT SUBMISSION		a. ADDRESSEE		b. COPIES			
										Draft		Final	
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16. REMARKS								15. TOTAL →					
1. DATA ITEM NO.		2. TITLE OF DATA ITEM						3. SUBTITLE					
4. AUTHORITY (Data Acquisition Document No.)				5. CONTRACT REFERENCE				6. REQUIRING OFFICE					
7. DD 250 REQ		9. DIST STATEMENT REQUIRED		10. FREQUENCY		12. DATE OF FIRST SUBMISSION		14. DISTRIBUTION					
8. APP CODE				11. AS OF DATE		13. DATE OF SUBSEQUENT SUBMISSION		a. ADDRESSEE		b. COPIES			
										Draft		Final	
										Reg		Repro	
16. REMARKS								15. TOTAL →					
1. DATA ITEM NO.		2. TITLE OF DATA ITEM						3. SUBTITLE					
4. AUTHORITY (Data Acquisition Document No.)				5. CONTRACT REFERENCE				6. REQUIRING OFFICE					
7. DD 250 REQ		9. DIST STATEMENT REQUIRED		10. FREQUENCY		12. DATE OF FIRST SUBMISSION		14. DISTRIBUTION					
8. APP CODE				11. AS OF DATE		13. DATE OF SUBSEQUENT SUBMISSION		a. ADDRESSEE		b. COPIES			
										Draft		Final	
										Reg		Repro	
16. REMARKS								15. TOTAL →					
<b>G. PREPARED BY</b>				<b>H. DATE</b>		<b>I. APPROVED BY</b>				<b>J. DATE</b>			

DD FORM 1423, AUG 96 (EG)

PREVIOUS EDITION MAY BE USED.

Page \_\_\_\_ of \_\_\_\_ Pages  
Designed using Perform Pro, W-6210CR, Aug 96

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

17. PRICE GROUP

18. ESTIMATED TOTAL PRICE

**Figure 602-1. DD Form 1423, Contract Data Requirements List**

**INSTRUCTIONS FOR COMPLETING DD FORM 1423**  
(See DoD 5010.12-M for detailed instructions.)

**FOR GOVERNMENT PERSONNEL**

Item A. Self-explanatory.

Item B. Self-explanatory.

Item C. Mark (X) appropriate category: TDP - Technical Data Package; TM - Technical Manual; Other - other category of data, such as "Provisioning," "Configuration Management," etc.

Item D. Enter name of system/item being acquired that data will support.

Item E. Self-explanatory (to be filled in after contract award).

Item F. Self-explanatory (to be filled in after contract award).

Item G. Signature of preparer of CDRL.

Item H. Date CDRL was prepared.

Item I. Signature of CDRL approval authority.

Item J. Date CDRL was approved.

Item 1. See DoD FAR Supplement Subpart 4.71 for proper numbering.

Item 2. Enter title as it appears on data acquisition document cited in Item 4.

Item 3. Enter subtitle of data item for further definition of data item (optional entry).

Item 4. Enter Data Item Description (DID) number, military specification number, or military standard number listed in DoD 5010.12-L (AMSDL), or one-time DID number, that defines data content and format requirements.

Item 5. Enter reference to tasking in contract that generates requirement for the data item (e.g., Statement of Work paragraph number).

Item 6. Enter technical office responsible for ensuring adequacy of the data item.

Item 7. Specify requirement for inspection/acceptance of the data item by the Government.

Item 8. Specify requirement for approval of a draft before preparation of the final data item.

Item 9. For technical data, specify requirement for contractor to mark the appropriate distribution statement on the data (ref. DoDD 5230.24).

Item 10. Specify number of times data items are to be delivered.

Item 11. Specify as-of date of data item, when applicable.

Item 12. Specify when first submittal is required.

Item 13. Specify when subsequent submittals are required, when applicable.

Item 14. Enter addressees and number of draft/final copies to be delivered to each addressee. Explain reproducible copies in Item 16.

Item 15. Enter total number of draft/final copies to be delivered.

Item 16. Use for additional/clarifying information for Items 1 through 15. Examples are: Tailoring of documents cited in Item 4; Clarification of submittal dates in Items 12 and 13; Explanation of reproducible copies in Item 14.; Desired medium for delivery of the data item.

**FOR THE CONTRACTOR**

Item 17. Specify appropriate price group from one of the following groups of effort in developing estimated prices for each data item listed on the DD Form 1423.

a. Group I. Definition - Data which is not otherwise essential to the contractor's performance of the primary contracted effort (production, development, testing, and administration) but which is required by DD Form 1423.

Estimated Price - Costs to be included under Group I are those applicable to preparing and assembling the data item in conformance with Government requirements, and the administration and other expenses related to reproducing and delivering such data items to the Government.

b. Group II. Definition - Data which is essential to the performance of the primary contracted effort but the contractor is required to perform additional work to conform to Government requirements with regard to depth of content, format, frequency of submittal, preparation, control, or quality of the data item.

Estimated Price - Costs to be included under Group II are those incurred over and above the cost of the essential data item without conforming to Government requirements, and the administrative and other expenses related to reproducing and delivering such data item to the Government.

c. Group III. Definition - Data which the contractor must develop for his internal use in performance of the primary contracted effort and does not require any substantial change to conform to Government requirements with regard to depth of content, format, frequency of submittal, preparation, control, and quality of the data item.

Estimated Price - Costs to be included under Group III are the administrative and other expenses related to reproducing and delivering such data item to the Government.

d. Group IV. Definition - Data which is developed by the contractor as part of his normal operating procedures and his effort in supplying these data to the Government is minimal.

Estimated Price - Group IV items should normally be shown on the DD Form 1423 at no cost.

Item 18. For each data item, enter an amount equal to that portion of the total price which is estimated to be attributable to the production or development for the Government of that item of data. These estimated data prices shall be developed only from those costs which will be incurred as a direct result of the requirement to supply the data, over and above those costs which would otherwise be incurred in performance of the contract if no data were required. The estimated data prices shall not include any amount for rights in data. The Government's right to use the data shall be governed by the pertinent provisions of the contract.

DD FORM 1423 (BACK), AUG 96

**Figure 602-1. DD Form 1423 (Back) Contract Data Requirements List (Cont'd)**

(5) Upon receipt of the requirement, MTMC estimates the purchase cost and requests a Military Interdepartmental Purchase Request (MIPR) with funding data to cover contracting action. A Request for Proposal (RFP) cannot be issued until funding is received.

(a) MILSPEC Containers. The Army Materiel Command centrally procures MILSPEC containers for the Army and the DOD Components.

(b) ISO-Configured Tactical Shelters. To the maximum extent possible, procurement of ISO-configured tactical shelters will be selected from the Joint Committee of Tactical Shelters Brochure, Department of Defense Standard Family of Tactical Shelters available at <http://www.sbccom.army.mil/hooah/pubs/jocotas.pdf>.

## 2. Leasing.

a. MTMC leases new or used containers and intermodal equipment for day-to-day common-use service or for Service-unique requirements for the DOD Components upon request and acceptance. Procurement action from the time a request is received until contract award depends on the requirement and is handled on a case-by-case basis. Lease contracts for equipment used in emergencies or national contingencies can be completed in one day if equipment is available on the commercial market. However, normal procurement time from the receipt of a request to contract award is 15 working days. Requesting activities can first provide the following information to MTMC either by E-mail to [lease@mtmc.army.mil](mailto:lease@mtmc.army.mil) or by using the container request function of the Asset Management System (AMS), but only to initiate and shorten contracting time. All required information below must also be received by MTMC in standard written format prior to actual lease date and/or commitment of monies (written format serves as a requirement document for contracting as well as an audit trail). MTMC will provide specific “requirements” instructions to each requester. These instructions can be found at the MTMC web page. The internet address is:

<http://www.mtmc.army.mil/CONTENT/428/checklist.pdf>. Required information includes:

(1) Detailed description and/or type of container or intermodal equipment needed. Must include size, type, and any special items required (i.e. certified to move ammunition or HAZMAT). Include requirement for extended chassis support at the surface port of debarkation (SPOD) and/or the surface port of embarkation (SPOE).

(2) Quantity required. Must identify any additional quantities that are desired as an option, or identify the contract as an indefinite quantity contract.

(3) Term of lease. Number of days equipment will be needed. Describe intended use of equipment. Give estimated dates of on-hire and intended redelivery location(s). State equipment drop off (leased at one location and returned at another) requirements.

(4) Chassis support. Specify if chassis support is required for handling containers at the requester’s facility and if chassis equipment is needed for further movement to the SPOE. Chassis will not be shipped with containers unless needed for container handling support at the SPOD.

(5) Refrigerated container support. Specify requirement for additional support (i.e., generator sets, spare part kits, manuals).

(6) Required delivery date at the requester's facility. Give location, hours of operation, address, POC, and phone numbers.

(7) Vessel information (if available). Name of ship on which container(s)/ intermodal equipment will be loaded, on-berth date, and SPOE. Requesting activities must ensure that operational security considerations have been addressed prior to submitting vessel information.

(8) Advise ability to provide CSC certified inspector(s) to conduct acceptance inspection of container(s) and related intermodal equipment being leased at location in Paragraph C.2.a.(6) above.

b. Upon receipt of E-mailed requirement, MTMC will estimate the lease cost and request a MIPR with funding data to cover contracting action. An RFP for procurement will not be issued until funding is received. The estimated lease cost will include lease per diem, estimated repair cost, drop off charges, funds for special items, inspection fees, linehaul and/or drayage fees, and detention, damage, and/or demurrage fees.

c. To promote container management, particularly during contingency or crisis, all DOD Components leasing containers and/or intermodal equipment through their own Service contracting offices outside the scope and purview of this Regulation must send E-mail to [lease@mtmc.army.mil](mailto:lease@mtmc.army.mil) providing MTMC the following information within 10 days of receipt:

(1) Activity and/or Unit requiring leased equipment.

(2) Activity and/or Unit POC and phone number.

(3) Equipment Serial Numbers, e.g., ISO number for container, for all containers received.

d. Receiving units (lessees) must inspect leased containers prior to acceptance to ensure that the containers meet their material condition requirements. If a container is rejected, they must notify MTMC immediately of the rejection and provide the relevant details. MTMC will arrange for the vendor to provide a suitable replacement container. Once the lessee accepts the container, the lessee has legal control over the container and is responsible for the employment, management, care, repair movement and return of the container to the agreed upon location.

#### **D. CONTAINER HANDLING**

1. General. Containers (Military Van (MILVAN) and commercial) are constructed for specific handling procedures. Other methods of handling will result in damage and deterioration of containers. Procedures contained in this Paragraph must be followed to prolong useful lives of containers and to reduce the cost of maintenance and repair. All container-handling operations will be conducted safely. Anyone observing unsafe conditions during container handling is required to stop the handling operations. Container handling may resume after the unsafe condition is corrected.

2. Proper Container Handling Equipment (CHE). Use proper CHE utilizing top-lifting devices such as front and side loaders, straddle cranes, and Rough Terrain Container Handlers whenever handling containers.

3. Crane Requirements. Lift with cranes of suitable rated capacity equipped with:

a. Spreader bar with automatic or semiautomatic twist locks compatible with top-corner fittings.

b. Spreader bar with hooks or shackles that engage top-corner fittings for lifting in a vertical plane. Only lift loaded containers from the top-corner fittings if spreader bars are used that apply direct vertical force to the corner fittings.

c. Sling and bridle arrangements with hooks or shackles that engage all four top fittings provided the bridle is made from wire rope or cable and carries the current certification by a competent authority that the design factor is a minimum of five. Chains should not be used because of the difficulty in detecting metal fatigue.

4. Forklifts. Use forklifts with great care. Incorrect usage can cause major container damage and personal injury. Containers must never be picked up from the bottom by a standard design forklift unless the container is equipped with forklift pockets and the forklift operator is assisted by at least one ground guide.

5. Care when lifting. Use great care when lowering the top-lifting device over the container to avoid puncture damage to the top of the container. When appropriate, tag lines affixed to the lifting device should be used for initial alignment.

6. Positioning.

a. Containers are designed to support their weight and that of their contents through bottom corner castings. When removed from a chassis, place containers on drained, hardstand surfaces with all four lower corner castings placed on blocks (dunnage) four to six inches high. This prevents rocks and debris from exerting pressure against lower structural members of the container and allows air circulation that will prevent moisture damage to the container. Containers may be temporarily placed directly on a paved hardstand for stuffing and unstuffing operations.

b. Containers should remain on the chassis while being stuffed or unstuffed unless proper CHE is available.

c. Stacking. Stack containers only as high as safely permissible by local conditions, but not greater than the manufacturer's recommended stacking capacities.

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## **CHAPTER 603**

### **CONTAINER CODING AND MARKING**

#### **A. PURPOSE**

This Chapter provides uniform policies and procedures for coding and marking DOD-owned intermodal containers. These policies and procedures are mandatory for all DOD Components.

#### **B. RESPONSIBILITIES**

1. USTRANSCOM. Establish procedures, assign responsibilities, and maintain a single register for all DOD-owned intermodal ISO containers. MTMC is the USTRANSCOM executive agent for containerization including coding and marking.

2. The DOD Components.

a. Request ISO serial numbers from MTMC when purchasing new or used ISO containers.

(1) When procuring new containers, provide MTMC with a full description of the container including the National Stock Number, overall dimensions and ISO size and/or type code, quantity, accountable owner DODAAC, and POC with phone number and mailing address and a copy of the contractual delivery order. MTMC will generate required ISO number(s), which will be stenciled on the containers by the manufacturer. When procuring modular ISO units such as Triple Containers and Quadruple Containers, a separate and distinct serial number will be assigned to each unit. Any requested serial numbers that are not used must be reported to MTMC for the removal from the ISO register.

(2) When procuring used containers or purchasing leased containers, provide MTMC with the current four letter alpha prefix, six digit serial number and one-digit check digit, new accountable owner DODAAC, type container including overall dimensions, and POC with phone number and mailing address.

b. Inspect new containers immediately upon receipt IAW Chapter 604. The initial CSC inspection of a new container is valid for five years. CSC reinspect and recertification is required at intervals not to exceed 30 months thereafter.

c. Ensure newly procured containers have registered DOD ISO numbers and a CSC safety approval plate.

d. Inventory Service unique, DOD-owned common-use, and CADS containers and specify expiration date of CSC decals as requested by MTMC.

e. Budget and fund for coding and marking of Component-owned containers.

## C. MARKING PROCEDURES

1. General. These procedures apply to all DOD-owned ISO containers.

2. ISO Number.

a. Composition and Marking. The ISO number consists of 11 characters; a four-letter ownership code followed by a six-digit serial number, a hyphen, and a check digit. See Table 603-1 below for examples. The ownership code, serial number, and check digit letters and numbers will be not less than four inches high. Maximum gross and tare weight letters and numbers will be not less than two inches high. All characters will be of proportionate width and thickness and will be durable and of a contrasting color. Maximum gross and tare weight figures will be displayed in both kilograms and pounds, consisting of five and four characters respectively.

<b>Table 603-1. Examples of ISO Number Composition</b>	
<b>Example ISO Number</b>	<b>Designation</b>
USAG 003209-0	Original general cargo MILVAN
USAG 060000-9	New general cargo MILVAN
USAA 005631-6	Original restraint MILVAN
USAR 000001-7	Refrigerated container

b. Placement. The ISO number will be placed on the upper-right section of all four-container sides. The number will be horizontal, if possible. If construction of the container does not permit easy application of horizontal numbers on the sides, (such as Flatracks), the number may be placed on the top rail or may be placed vertically. The ISO number will also be placed at each end of the roof with the bottom of each character toward the associated end. Maximum gross and tare weights will be displayed in both kilograms and pounds. See Figures 603-1 through 603-4 for pictorial layouts of ISO identification markings.

c. Ownership Codes. Currently assigned codes are listed in Table 603-2 below. To obtain a new ownership code, submit a request to MTMC including full description of the container including overall dimensions and ISO size and/or type code, quantity, accountable owner DODAAC, and POC with phone number and mailing address. MTMC will obtain approval for the new ownership code and pass it back to the DOD Component once it is assigned. Newly procured containers will be assigned four digit ownership codes ending in “U” to enable the new containers to be recognized by commercial industry ITV systems. Exception to this coding is made for Deployable Medical System containers, which will continue to use the “USAH” designation to identify US Army Hospital containers. Different component command container owners under the new ownership codes are recognized by distinct number series. Existing containers may be changed to the new ownership codes by reregistering in the MTMC register. Changing to the new ownership codes should be considered if the containers are to be equipped with ISO standard 10374 automatic equipment identification tags.

Table 603-2. ISO Ownership Codes Assigned to DOD Components and Associated Component Manager	
Ownership Code	Component
USAA	US Army Ammunition/Ordnance (Retired)
USAG	US Army General Cargo (Retired)
USAR	US Army Refrigerated Vans (Retired)
USAF	US Army Flatrack (Retired)
USAH	US Army Hospital Vans
USAU	US Army
USSC/MHQU	Military Sealift Command
DODU	DOD Common-Use/CADS
USNG	US Navy General Cargo (Retired)
USNU	US Navy
USNR	US Navy Refrigerated Vans (Retired)
USMU	US Marine Corps
USFU	US Air Force

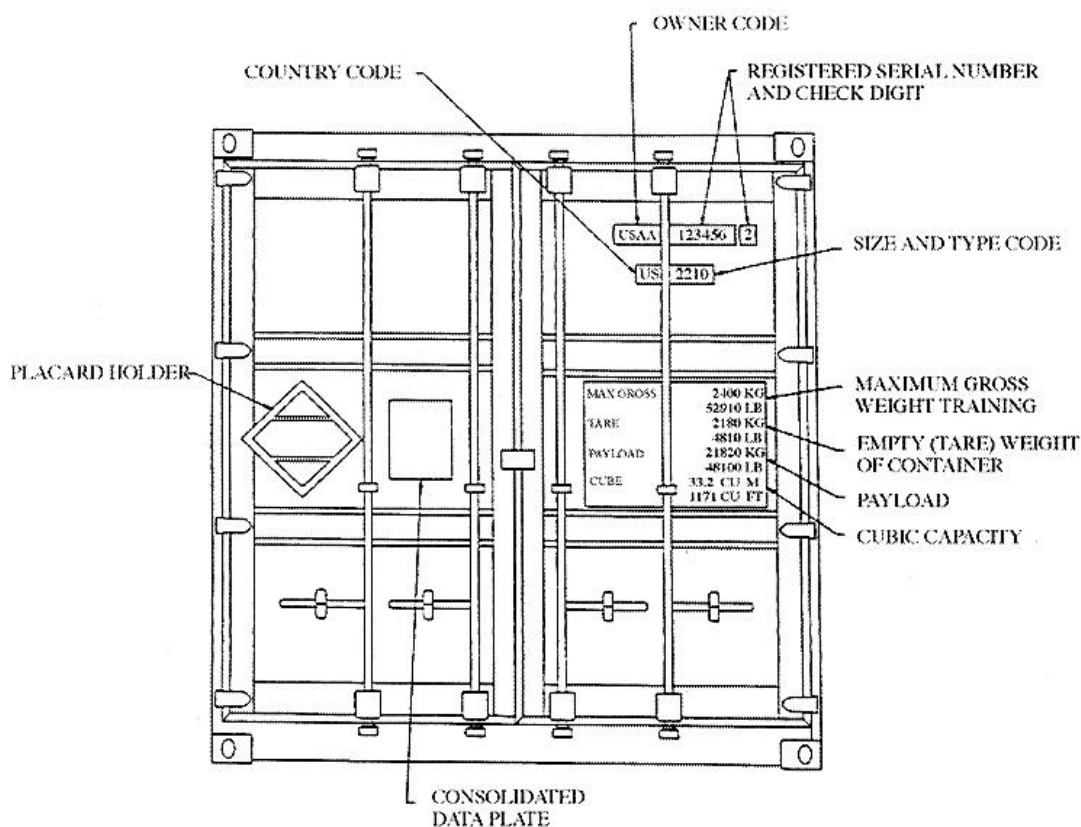
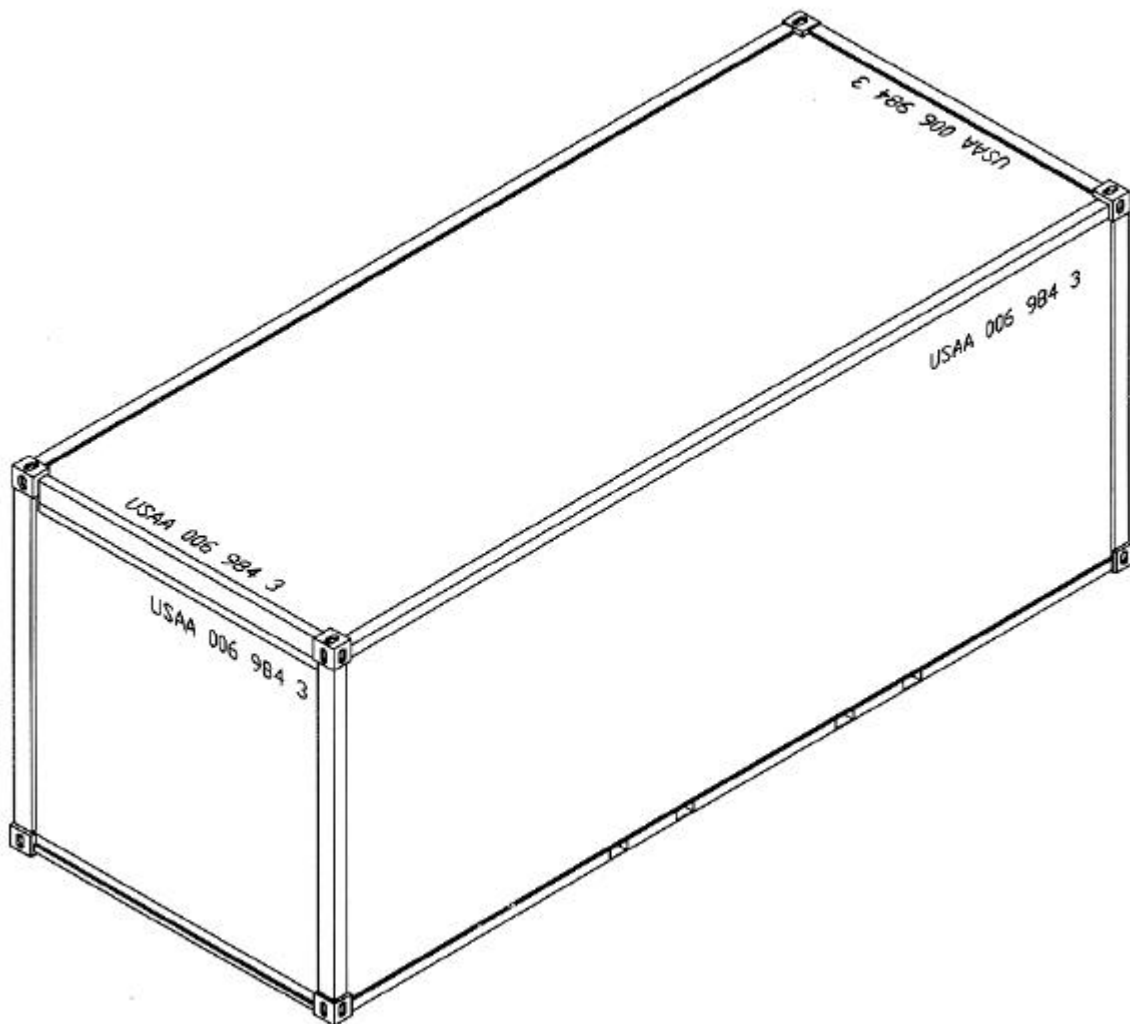
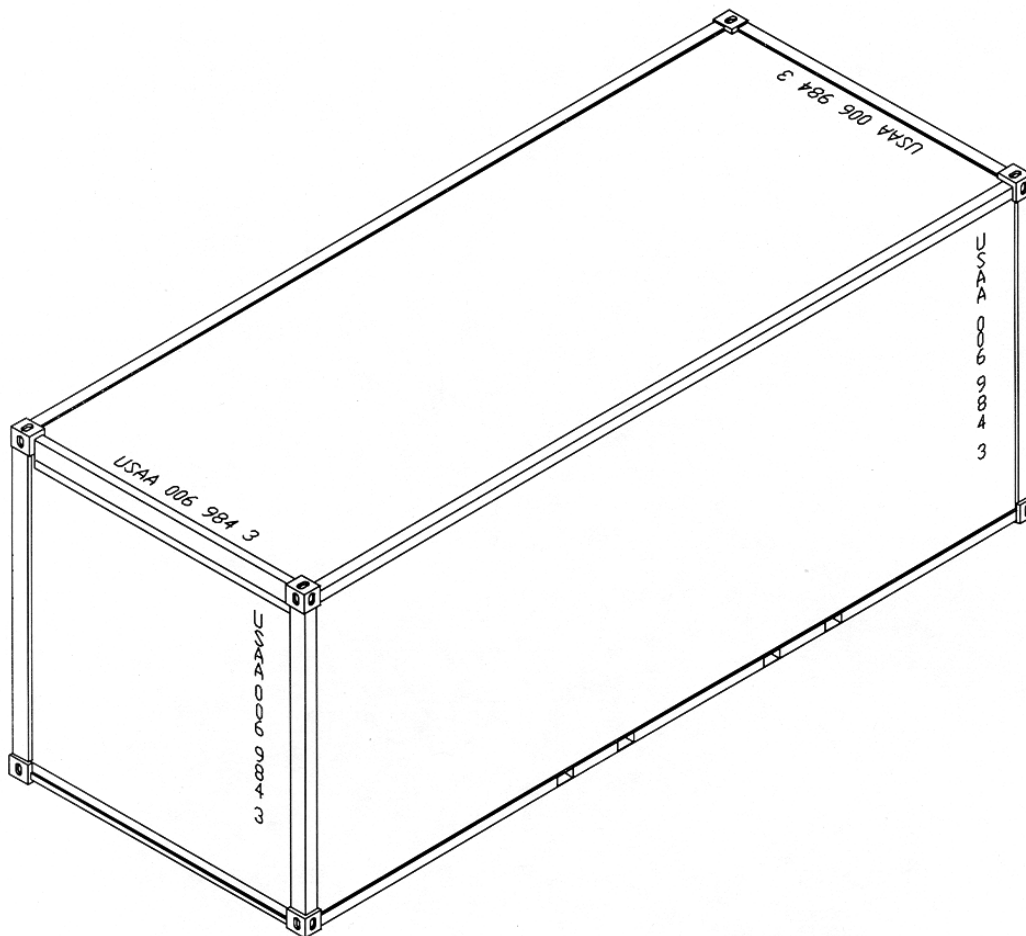


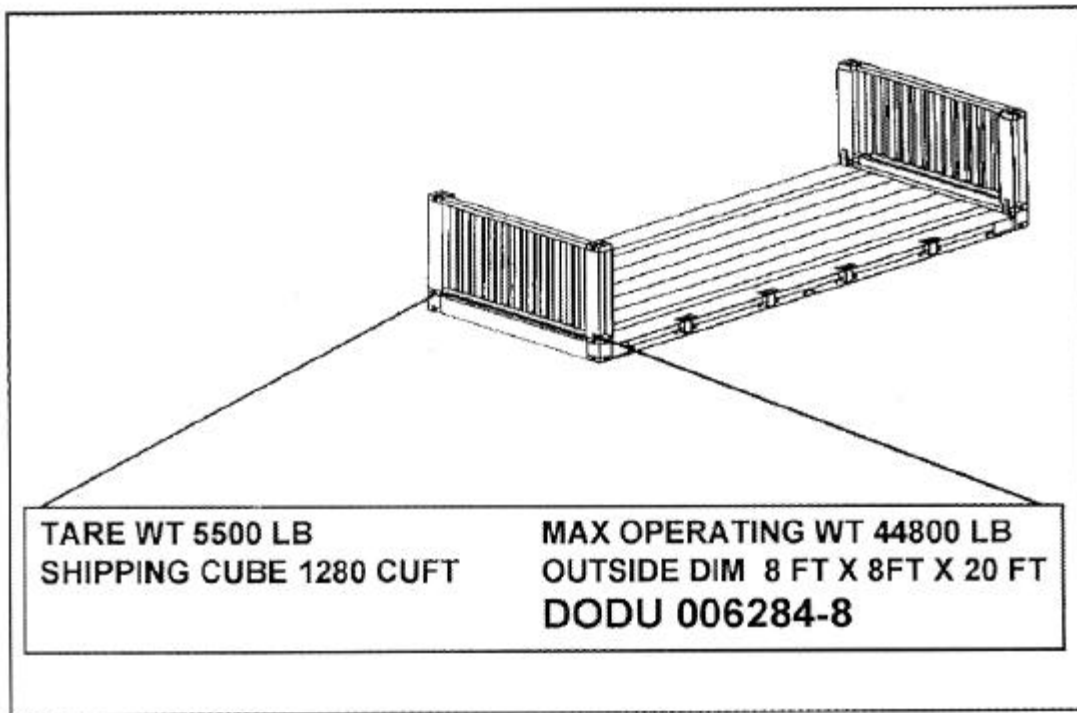
Figure 603-1. Typical Door Markings (from MIL-HDBK-138B)



**Figure 603-2. Typical Horizontal Layout of ISO Identification Markings**



**Figure 603-3. Typical Vertical Layout of ISO Identification Markings**



**Figure 603-4. Typical Flatrack Markings**

## **CHAPTER 604**

### **CONTAINER INSPECTION, REINSPECTION, MAINTENANCE, AND REPAIR**

#### **A. PURPOSE**

This Chapter assigns responsibilities, establishes policies, and provides procedures for inspection, reinspection, maintenance, and repair of all DOD containers.

#### **B. POLICY**

1. All ISO containers that move in the DTS must be certified to meet 49 CFR and CSC/46 U.S.C. app. 1503 standards. Activities possessing DOD container(s) that transit the DTS will inspect, reinspect, and perform organization (user) level maintenance on containers, as needed. Inspectors qualified to certify that containers meet 49 CFR and CSC/46 U.S.C. app. 1503 standards will visually inspect containers for damage and/or serviceability before stuffing to ensure safe movement. Loaded containers will be visually inspected at each transit node.

2. Inspector Certification. Certified DOD or contractor personnel must perform inspections and reinspections. DOD personnel will and contractor personnel may be certified by attending the Intermodal Dry Cargo Container CSC Reinspection Course conducted by the U.S. Army Defense Ammunition Center, McAlester, OK 74501-9002. DOD inspectors must be recertified every 48 months. A copy of the training certificate and/or orders designating the individual as a CSC inspector will be forwarded to the appropriate Component HQ. As an option to the resident course, the formal Computer Based Training module may be used.

3. Ammunition Container Criteria. MIL-HDBK-138B, is designated the DOD standard for ammunition containers, and will be used to inspect, reinspect, and select DOD ammunition containers. The criteria contained within this Regulation complies with serviceability requirements prescribed by international recommendations and mandated by US transportation law for the shipment of United Nations Class 1 explosive materials.

4. Dry Cargo Container Criteria. DOD criteria for inspection, reinspection, and selection of containers for shipment of dry cargo other than ammunition will be the standards established by the CSC/46 U.S.C. app. 1503. Commercial container leasing standards, such as the current edition of the IICL Standards that meet CSC/46 U.S.C. app. 1503 criteria will be accepted in lieu of separate, unique DOD standards. MIL-HDBK-138B incorporates IICL standards for inspection criteria for dry cargo (non-ammunition) containers.

5. Maintain and repair DOD and commercial containers IAW the appropriate international, federal, DOD, industry standards or as recommended by the container manufacturer. Standards include the IMDGC, 49 CFR 450-453, current editions of IICL Repair Manual for Steel Freight Containers, service technical manuals (i.e. TB 55-8115-200-233 Standards and Maintenance of MILVAN Containers and TB 55-8115-200-237P Organization and Direct Support Maintenance Manual,) and other approved repair manuals.

6. ISO-Configured Tactical Shelters. MIL-HDBK-138B includes inspection criteria for ISO-configured tactical shelters.

### **C. RESPONSIBILITIES**

1. Services and DOD Agencies will do the following for all ISO configured containers on their accounts or under their control that require CSC certification for movement in the DTS:

a. IAW 49 CFR 452, ensure containers are examined for serviceability by certified school-trained inspectors every 30 months to meet CSC/46 U.S.C. app. 1503 or IMDGC standards as appropriate. Ensure all inspections are accomplished IAW MIL-HDBK-138B.

b. Ensure maintenance and repair is performed only by qualified personnel.

c. Ensure organization (user) maintenance and repair is performed on DOD-owned common-use and CADS containers.

d. Initially fund organization (user) maintenance (less than \$300) and repair of DOD-owned common-use and CADS containers.

e. Fund for inspection and/or reinspection for DOD-owned common-use, CADS and Component-owned ISO containers.

f. Perform and fund all maintenance (user through depot level) on Component-owned ISO configured containers to ensure appropriate standards are met.

g. MTMC will contract for depot maintenance and repair on leased, DOD-owned common-use and CADS containers, as required.

h. Provide MTMC with the appropriate Container Inspection Checklist (Appendix A) for all DOD-owned common-use and CADS containers inspected for those containers requiring repair above organization (user) repair.

i. Take disposal action on all uneconomically repairable DOD-owned common-use and CADS containers. MTMC will provide a DD 1348, DOD Single Line Item Requisition System Document (Manual), Figure 604-1, document number for disposal processing. Accomplish disposal through the nearest Defense Reutilization and Marketing Office (DRMO) and return the signed, completed copy of DD Form 1348-1A, Issue Release/Receipt Document, Figure 604-2, or DD Form 1348-2, Issue Release/Receipt Document with Address Label, Figure 604-3, to MTMC for accountability purposes.

USE ☐ TYPEWRITER OR BALL POINT PRESS ☐ PEN  
 TO ASSURE LEGIBILITY ON ALL COPIES

DOD SINGLE LINE ITEM  
 REQUISITION SYSTEM DOCUMENT (MANUAL)

DD FORM 1348, JUL 91

DOC. IDENT.		ROUT. IDENT.		FSC		STOCK NUMBER		ADD. INFO		QUANTITY		DATE		SERIAL		REQUISITION IS FROM:	
1		3		4		5		6		7		8		9		10	
11		12		13		14		15		16		17		18		19	
20		21		22		23		24		25		26		27		28	
29		30		31		32		33		34		35		36		37	
38		39		40		41		42		43		44		45		46	
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92		93		94		95		96		97		98		99		100	

REMARKS

PREVIOUS EDITIONS MAY BE USED

Figure 604-1. Form DD 1348, DOD Single Line Item Requisition System Document (Manual)

DD FORM 1348-1A, JUL 91 (EG) ISSUE RELEASE/RECEIPT DOCUMENT

27. ADDITIONAL DATA		26. RIC (4-6) UI (23-24) QTY (25-26) CCN CODE (71) DIST (55-58) UP (74-80)		25. NATIONAL STOCK NO. & ADD (8-22)		24. DOCUMENT NUMBER & SUFFIX (30-44)	
		DO FROM		QUANTITY		SUPPLY NOMINALLY ADDRESS	
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		7		8		9	
		1		2		3	
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k. Ensure all containers turned into DRMO have all markings removed and/or obliterated to preclude reentry into the DTS.

l. Ensure any container drawn from DRMO for purposes other than moving cargo has the ISO serial number removed and/or obliterated to ensure it does not reenter the DTS.

#### **D. PROCEDURES**

1. New ISO Containers. New ISO containers, regardless of source, come with a CSC safety approval plate showing month and year the equipment must be reinspected. If new ISO containers are received without a CSC safety plate, the receiving activity must ensure the items are inspected and certified safe for movement, and affix a CSC safety plate to the item. This inspection and certification is done by organizations to which the Coast Guard Commandant (G-MSO) has delegated authority to approve containers as complying with the International Safe Container Act IAW 49 CFR 450, General requirements. For assistance with CSC safety plate, contact HQ MTMC, 200 Stovall Street (ATTN: MTOP-JE), Alexandria VA 22332-5000, DSN 328-2467.

2. Required Periodic Reinspections. ISO containers require reinspection and recertification prior to the expiration of date on the DD Form 2282. Use the checklists found in Appendix A.

a. Containers with less than 60 days to required reinspection should be reinspected prior to any loading and transport. Plated items that are in-transit with less than 60 days before reinspection may continue to proceed to their destination for unloading if they have no obvious safety defects. However, they must be reinspected as soon as possible and cannot be reloaded (stuffed) before reinspection. Plated items with expired reinspection dates cannot be placed aboard ship before reinspection and recertification. However, empty containers may be moved to another location for reinspection or repairs. After ISO containers have been reinspected, affix DD Form 2282 on the safety approval plate, showing month and year item must be reinspected. MTMC will obtain and issue DD Forms 2282 to all DOD activities. A person who places a DD Form 2282 decal on an item that has not been re-inspected according to requirements will be subject to punishment under 18 U.S.C. 1001, Statements or Entries Generally. Under no circumstances will the DD Form 2282 be painted over or covered.

b. ISO containers that do not comply with periodic reinspection requirements will be placed under detention. Detention is the prime tool of the US Coast Guard and foreign governments to control and enforce CSC/46 U.S.C. app. 1503 requirements. It prohibits or limits movement of containers not meeting appropriate standards. Such equipment may not be moved in or loaded for movement in the DTS until appropriate standards are met. Detention orders will also be issued for unapproved containers and/or containers presenting an obvious risk to safety.

c. DD Form 2282 decals will conform to the color scheme and dates shown in Table 604-1:

<b>Table 604-1. Color Scheme and Dates for CSC Decals</b>	
<b>Due Date For Yearly Inspection</b>	<b>Background Color</b>
1999, 2005	Blue
2000, 2006	Yellow
2001, 2007	Red
2002, 2008	Black
2003, 2009	Green
2004, 2010	Brown

3. Reinspection Criteria. Reinspections required by this Chapter will conform to the following guidelines:

a. Each reinspection will include a detailed visual examination for defects such as cracks, failures, corrosion, missing or deteriorated fasteners, and any other safety-related deficiency or damage that could place a person in danger. Such deficiencies will be corrected so that deficient containers are not placed in service.

b. Each reinspection will take into account the particular characteristics of various types of containers and materials of construction.

c. Time will be scheduled to allow for a detailed reinspection of containers. For DOD-owned common-use or CADS containers, MTMC will notify activities at least 60 days before due date of required reinspections.

#### 4. Reinspection Records.

a. Use the forms shown at Appendix A for documenting inspections performed on DOD-owned and/or leased ISO containers prior to loading for shipment by any mode within the DTS.

b. When completed reinspections show no work required to meet CSC/46 U.S.C. app. 1503 requirements, the inspector will punch the month of expiration on the DD Form 2282 (30 months from date of inspection), apply the decal, and complete reporting requirements, as described below.

c. When repairs are required to meet CSC/46 U.S.C. app. 1503 requirements, a certified inspector will inspect all repairs. Accomplishment of repairs will be recorded on the proper work order form. The inspector will certify that repairs were satisfactorily completed. The inspector will punch the month of expiration on DD Form 2282 (30 months from date of inspection), apply decal, and complete reporting requirements.

## 5. Reporting Requirements.

a. For DOD-owned common-use and CADS containers, forward the forms within 10 days of inspection to:

Commander  
HQ Military Traffic Management Command  
ATTN: MTOP-JE  
200 Stovall Street  
Alexandria VA 22332-5000

b. For Component-owned ISO containers, retention and disposition instructions for checklists will be promulgated by Component competent authority.

c. Disposition and maintenance of records.

(1) The DOD Components maintain central repositories for CSC inspection records for their containers. MTMC will be the central repository for CSC inspection reports on DOD-owned common-use and CADS containers. Records must include ISO number of the equipment, date of last inspection, and identification of the inspector. This will ensure compliance with 49 CFR Part 452.3(b), Elements of Periodic Examinations, which requires that any container inspection report be made available to the US Coast Guard upon request.

(2) Maintain inspection records until next reinspection is completed.

(3) Completed forms for Component-owned ISO containers will be centrally controlled and/or located as directed by Component competent authority.

6. Reinspection Cost. Cost of reinspection, whether completed in-house or contracted-out, is the responsibility of the owning DOD Component and will be budgeted for accordingly. The DOD Components must also plan and budget for reinspection costs associated with DOD-owned common-use and CADS containers under their control based on historical usage.

7. Reinspection In Conjunction With Other Inspections. Periodic CSC reinspection of ISO containers can be performed concurrently with other routine equipment inspections. CSC reinspection should always be performed and a new decal applied when substantial (more than \$300) repair is performed.

## **E. MAINTENANCE AND REPAIR**

1. DOD-owned common-use and CADS containers at the organization (user) level: Activities possessing containers when deficiencies are noted are responsible for coordinating with the MTMC to ensure required maintenance and/or repair is performed to acceptable standards. Document deficiencies corrected and repairs completed on forms shown in Appendix A and forward to address shown in Paragraph D.5.a above. When maintenance and/or repairs are complete, have the container certified by an approved CSC inspector and affix a DD Form 2282 to the container. User level maintenance and repair is considered any repair under the amount of \$300.

2. DOD-owned common-use and CADS containers above organization (unit) level:

a. If maintenance and/or repair of a container exceed organization (user) level, complete and forward forms shown in Appendix A to the address in Paragraph D.5.a above. After review, MTMC will provide either movement or disposal instructions to the reporting activity.

b. If a container is economically repairable, MTMC will provide instructions to the reporting activity to move the item to a repair facility. MTMC will also provide follow-on instructions for return of the item to the reporting activity, remarking with post-repair DD Form 2282 and return to service.

c. If MTMC determines a container to be uneconomically repairable, DD Form 1348-1A (Figure 604-2) or DD Form 1348-2 (Figure 604-3) will be prepared by the property book officer (PBO), MTMC, and forwarded to the reporting activity. The reporting activity will arrange for the container to be turned into the local DRMO, obtain a signature when accepted by DRMO, and return a signed copy to MTMC for accountability purposes and changes to ISO register and tracking system.

d. Upon receipt of turn-in documentation, PBO, MTMC, adjusts property records and the Continuing Balance System - Expanded Report, as required.

e. Upon receipt of turn-in documentation, MTMC adjusts the ISO register, deleting the serial number.

f. When a container is turned in to DRMO, remove and/or obliterate all identification data to preclude reentry into the DOD container system and possible use in the DTS.

3. Component-Owned Container Maintenance and Repair.

a. Component-owned containers will be maintained at CSC/IMDGC Code standards as directed by the applicable Component.

b. The forms shown in Appendix A will be used to document deficiencies found during inspection of containers. Completed forms will be controlled and/or located as directed by the Component.

c. Accountability, tracking, and disposition of Component-owned containers will be as directed by the applicable Component.

d. Report containers disposed of through DRMO to MTMC (see Paragraph D.5.a for address) to delete from the ISO register. Component-owned containers disposed of through DRMO will have all markings removed and/or obliterated to preclude reentry into the DOD container system.

#### 4. MTMC-Leased Containers.

a. Maintenance of MTMC-leased container(s) will be coordinated with MTMC by the Component using the containers. No repairs will be conducted unless prior authorization is provided by MTMC.

b. Containers will only be repaired if a requirement exists for container use and no other containers are available. Normally, the container owner will repair containers after the container has been redelivered after government use.

### **F. MAINTENANCE EXPENDITURE LIMITS (MELS)**

1. MELs are established on the basis of whether repair or replacement is the most economical, operationally effective option for containers requiring maintenance. Total cost to repair the item will not exceed the worth of the repaired item as compared to a like or equivalent new replacement. Primary factors used as value are: reliability and durability, which, in turn, determine operational and logistics effectiveness. Cost associated with organization (user) level maintenance will not be included in computation of repair costs.

2. MELs are maximum dollar amounts that can be spent for one-time repair to return an item to fully serviceable condition.

a. MELs for MILVANS (Ammunition and General Cargo) are identified in Army Technical Bulletin (TB) 43-0002-40, Maintenance Expenditure Limits for FSC Group 81.

b. MELs for DOD-owned common-use and CADS commercial containers will not exceed 65 percent of acquisition cost for one-time repair. Cost of each type of container is available from property records maintained at MTMC PBO.

c. DOD Components will establish MELs and waiver criteria for all containers owned.

3. MTMC Deputy Chief of Staff for Personnel and Logistics will approve all waivers that exceed MEL for DOD-owned common-use and CADS containers.

### **G. FUNDING FOR DOD COMMON-USE AND CADS CONTAINERS**

1. Organization (user) maintenance required will be reported to MTMC in the CONUS, or to MTMC or any MTMC port administering a container repair contract when located outside the CONUS for it to decide whether to repair containers and where repairs will be made. If MTMC or its port representative determines that the user should perform and/or arrange for necessary repairs, the user will obtain reimbursement through resource management channels for costs incurred provided that required documentation is submitted in the prescribed format.

2. MTMC will program a combination of appropriated and TWCF funding for maintenance above organization (user) level. This will be validated through Deputy Chief of Staff Resource Management, MTMC.

3. Activities in receipt of DOD-owned common-use, and CADS containers requiring repair or replacement, will be entitled to recover from the shipper those funds expended to repair any container determined to be economically repairable at organizational (user) level. This entitlement is also applicable to any common-user container received in an uneconomically repairable condition if the container must be downloaded into a serviceable container. For containers damaged while in the possession of a carrier, a claim against that carrier will be initiated for compensation under provisions of the DTR, Part II, Cargo Movement.

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## **CHAPTER 605**

# **CONTAINER MOVEMENT REPORTING, TRACKING, AND INVENTORY REQUIREMENTS**

### **A. PURPOSE**

This Chapter provides general information, responsibilities, and policy concerning movement reporting, tracking, and inventory requirements for containers. Proper documentation is mandatory to support transportation operations and ITV requirements.

### **B. MOVEMENT REPORTING AND TRACKING RESPONSIBILITIES**

1. USTRANSCOM will:

- a. Develop and coordinate requirements for data to effect shipment of cargo in containers.
- b. Ensure wide distribution of information concerning performance of shipping activities in generating accurate and complete data.
- c. Coordinate and publish standard movement procedures to be used for all DOD shipments.

2. The Heads of the DOD Components will:

- a. Ensure shipping activities are aware of standard shipment documentation requirements and strictly enforce compliance with standards.
- b. Unit commanders must ensure DTR, Part II, Cargo Movement procedures are adhered to during movement of unit cargo.

### **C. CMR PROCEDURES**

1. All activities (regardless of command, location, or service), that receive, ship, transship, and/or load/unload DOD common-use and CADS containers will report such actions by CMR, (RCS-MTMC-179), within two working days. These reports form the basis for container control administered by MTMC and provide current location and/or destination of containers.
2. Report container movements either by E-mail, facsimile (FAX), routine message in language media format (LMF), or via the AMS Worldwide Web (WWW) page.
3. All activities reporting movement of DOD-owned common-use and CADS containers will include a shipping document number for each transaction to provide a complete audit trail. The shipping document number will be a transportation control number (TCN) or Bill of Lading (BL) number preceded by the shipper's DODAAC.

#### **D. CMR GUIDANCE (E-MAIL AND FAX)**

1. CMRs will be sent via E-mail to [cads@mtmc.army.mil](mailto:cads@mtmc.army.mil). Fax cover sheet will be addressed to ATTN: MTOP-JE and sent to DSN 328-3373, or commercial 703 428-3373. An information copy will be provided to the consignee and transshipment points. Reports will be encoded using one line per container. To ensure accurate and complete reporting, several different sample CMRs are provided in Figures 605-1, 605-2, and 605-3.

2. All required information must be provided in the correct order. The format must follow the samples as closely as possible. Excel spreadsheets attached to E-mail files are acceptable as long as they contain all the required information in the order it is required. Enter only properly coded information. Coding instructions are provided in Table 605-1.

3. The shipping order number will be annotated on the CMR. The shipping order is a 14-digit number beginning with "C" and the year. It is found in Block 15 or 18 on the BL.

#### **E. CMR GUIDANCE (MESSAGE)**

1. CMR (RCS-MTMC-179) will be shown as subject. The message will be addressed to CDRMTMC ALEXANDRIA VA//MTOP-JE// with an information copy to each transshipment point and consignee. Reports will be encoded using one line per container.

2. Format of the message is based on the format discussed in paragraph D.2 above. The message will be in a disciplined format. Only properly coded information for each field will be entered in correct sequence. Sample message forms of these worksheets are included as Figures 605-1, 605-2, and 605-3.

3. Note that the LMF block on DD Form 173/2, Joint Message Form, must indicate TC for message input into the container movement history file.

4. The shipping order number will be annotated on the CMR. The shipping order is a 14-digit number beginning with "C" and the year. It is found in Block 15 or 18 on the BL.

**Table 605-1. Format for CMR (RCS-MTMC-179)**

<b>Field Name</b>	<b>Elements</b>	<b>Field Description and Instructions</b>
Asset Marks	1-4	Asset marks is a four digit alphabetic code that precedes a container serial number. Example of asset mark is "USAU".
Serial Number	5-11	Asset serial number is a six digit numeric field that follows the Asset mark, and comes before the check digit.
Check Digit	12	Check digit is a single digit following container serial number. Normally follows a "--", is within a white box background, or is surrounded by a border on the actual container.
Action Code	13	Enter "S" if reporting the shipment of a container. Enter "R" if reporting the Receipt of a container.
Lading Code	14	Enter "L" if the container is loaded. Enter "E" if the container is empty.
Transaction Date	15-19	Enter the 5 digit Julian date (02271) for all manual reports. AMS uses a standard MM/DD/YY format.
Reporting DODAAC	20-25	Enter the DODAAC of the activity originating the report (When using AMS, this field will automatically be populated with the DODAAC of the activity making the report).
Responsible DODAAC	26-30	This is the DODAAC of the activity that has possession of the container. When reporting a shipment, this is the DODAAC of the activity that is shipping the container. When reporting receipt, this is the DODAAC of the activity that received the container. Will most likely be the same as the "Reporting DODAAC".
Consignee (Destination)	31-36	This is the DODAAC of the activity that is the end recipient of the container (final destination of the container).
Shipping Order Number	37-51	Shipping order need only be entered once for all containers moving on the same order if submitting a manual report. If using AMS, shipping order will automatically be copied from line to line. Shipping order is a key element for tracking of government owned containers in AMS. For commercial containers, delivery order number should be substituted.
Asset Type	52-55	For government owned containers, enter 2200 for end opening containers (regardless of actual height or asset type), 2205 for side opening containers, 2064 for half height containers, and 2063 for flatracks.
Document Number (Remarks)		Enter a shipping document number that will provide an audit trail for the shipment. Use BL number for shipments within CONUS, and 14 position TCN number for shipments from CONUS to outside the CONUS.

SECURITY CLASSIFICATION										
<b>JOINT MESSAGE FORM</b>						<b>UNCLASSIFIED</b>				
PAGE	DGT/RELEASER		TIME		PRECEDENCE		CLASS	SPECAT	UMF	CIC ORIG MSG IDENT
01 OF 01	DATE	TIME	MONTH	YR	ACT	INFO				
					RR	RR	UUUU		TC	
MESSAGE HANDLING INSTRUCTIONS										
FROM: CDRANAD ANNISTON AL//SDSAN-DSP-TD// TO: CDRMTMC ALEXANDRIA VA//MTOP-JE// INFO CDRRAD TEXARKANA TX//SDSRR-SP// CDR1303RD MAJOR PORT CMD SOUTHPORT NC//MTE-SU-TMD// CDRMAD MIESAU GE//AERODM-DSP-TD//										
UNCLAS SUBJ: CONTAINER MOVEMENT REPORT (RCS MTMC-179) ZZABY6CV0928432W31G1ZW45G19W45G198836000250000W31G1ZS2589102 ZZABY6CV0709052W31G1ZW36QLPWK4F5H8836000250000W31G1ZS2345678										
6 5 4 3 2 1 0	SAMPLE: TELETYPEWRITER FORMAT									
DISTR DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE										
SPECIAL INSTRUCTIONS USE LANGUAGE MEDIA FORMAT (LMF) TC (TAPE TO CARD)										
TYPED NAME TITLE OFFICE SYMBOL AND PHONE										
RELEASER	TIME GROUP		SIGNATURE							
SECURITY CLASSIFICATION DATE										
DD	FORM 1 MAR 79 173/2		(OCR)		PREVIOUS EDITION IS OBSOLETE S/N 0102-LF-000-1735				U.S. GPO 1990-256-563	

**Figure 605-1. Sample Message Activity Other Than Port**

										SECURITY CLASSIFICATION
<b>JOINT MESSAGE FORM</b>										<b>UNCLASSIFIED</b>
PAGE	DGT/RELEASER		TIME		PRECEDENCE		CLASS	SPECAT	UMF	CIC ORIG MSG IDENT
01 OF 01	DATE	TIME	MONTH	YR	ACT	INFO				
					RR	RR	UUUU		TC	
MESSAGE HANDLING INSTRUCTIONS										
BOOK										
NO										
<p>FROM: CDRI303RD MAJOR PORT CMD SOUTHPORT NC//MTE-SU-TMD//</p> <p>TO: CDRMTMC ALEXANDRIA VA//MTOP-JE//</p> <p>INFO CDR1325TH MEDIUM PORT CMD BHVN TML BREMERHAVEN GE</p> <p>//MTEEU-BH-TMDO//</p> <p>CDRMAD MIESAU GE//AERODM-DSP-TD//</p> <p>CDRGRSA GERMERSHEIM GE//AERAS-GT//</p>										
UNCLAS										
SUBJ: CONTAINER MOVEMENT REPORT (RCS MTMC-179)										
ZZABY6RV0709052W36QLPW36QLP00000883170250000W31G1ZS1234567										
ZZABY6TV0709052W36QLPWK4F42WK4F5H883180250000W31G1Z8534V001										
ZZABY6CV0798052W36ALPWK4F42WK4F5F883180250000W36QLP8534V002										
6										
5										
4	SAMPLE:									
3	TELETYPEWRITER FORMAT									
2										
1										
0										
DISTR										
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE							SPECIAL		INSTRUCTIONS	
USE LANGUAGE MEDIA FORMAT (LMF)										
TC (TAPE TO CARD)										
TYPED NAME TITLE OFFICE SYMBOL AND PHONE										
SECURITY CLASSIFICATION DATE TIME GROUP										
SIGNATURE										
FORM										
DD	1 MAR 79 1732		(OCR)		PREVIOUS EDITION IS OBSOLETE				U.S. GPO 1990-256-563	
					S/N 0102-LF-000-1735					

**Figure 605-2. Sample Message Port**

										SECURITY CLASSIFICATION
<b>JOINT MESSAGE FORM</b>										<b>UNCLASSIFIED</b>
PAGE	DGT/RELEASER	TIME	PRECEDENCE	CLASS	SPECAT	UMF	CIC	ORIG	MSG IDENT	
01 OF 01	DATE TIME MONTH YR		ACT INFO RR RR		UUUU	TC				
MESSAGE HANDLING INSTRUCTIONS										
BOOK NO										
FROM: CDR1325TH MEDIUM PORT CMD BHVN TML BREMERHAVEN GE TO: CDRMTMC ALEXANDRIA VA//MTOP-JE// INFO CDRMAD MIESAU GE// AERODM-DSP-TD// CDR1301ST MAJOR PORT CMD BAYONE NJ//MTE-BY-COD// CDRDDMP MECHANICSBURG PA//DDMP-JFD// CDRGRSA GERMERSHEIM GE//AERAS-GT//										
UNCLAS										
SUBJ: CONTAINER MOVEMENT REPORT (RCS MTMC-179)										
ZZABY6RV0709502WK4F42WK4F42000000883470250000W31G1Z8534V001										
ZZABY6TV0709502WK4F42WK4F5HWWK4F5H883480250000W31G1Z8534V001										
ZZABY6CV0332842WK4F42W15QLLSW3100883480000000WK4FSP8530V014										
6										
5										
4	SAMPLE:									
3	TELETYPEWRITER FORMAT									
2										
1										
0										
DISTR										
DRAFTER TYPED NAME TITLE OFFICE SYMBOL PHONE SPECIAL INSTRUCTIONS										
USE LANGUAGE MEDIA FORMAT (LMF) TC (TAPE TO CARD)										
TYPED NAME TITLE OFFICE SYMBOL AND PHONE										
SECURITY CLASSIFICATION DATE TIME GROUP										
SIGNATURE										
FORM 1 MAR 79 173/2 (OCR)										
PREVIOUS EDITION IS OBSOLETE S/N 0102-LF-000-1735										
U.S. GPO 1990-256-563										

**Figure 605-3. Sample Message Overseas Port**

## **F. AMS**

1. The AMS allows activities to report container movements directly to the AMS database located in Alexandria, VA. CMRs are entered through a web page that is accessed using a personal computer.

2. MTMC will provide AMS instructions on use and how to obtain a password on their website.

## **G. GTN**

1. The USTRANSCOM GTN provides ITV of containerized cargo for DOD.

2. GTN is the DOD ITV system. GTN is an integrated database system available via the WWW for menu-driven queries. It provides users with a wide variety of ITV data to include data on containers and content. GTN also provides C2 and business applications. GTN takes in critical source data feeds from DOD and commercial carriers to provide movement visibility.

3. For GTN access and additional information regarding the distance learning tools, contact USTRANSCOM TCJ3/4-MS, DSN 779-1036. DOD customers can access GTN via its web address <https://www.gtn.transcom.mil>.

4. ITV Reporting Requirements. ITV data timeliness is a critical factor in the effective management of assets moving through the logistics pipeline. Standards for ITV data capture timeliness applicable to containerized movement are:

- a. Four hours for all ocean shipments.
- b. Two hours for all intratheater shipments and passenger movements (all modes).
- c. One hour for all unit and non-unit equipment shipments.
- d. One hour for all air shipments and passenger movements.

5. Automated systems (organic electronic, automated identification technology (AIT)) or business process facilitating ITV data capture must be designed to support these timeliness objectives.

## **H. CONTAINER AIT REQUIREMENTS**

AIT is a suite of read and write technologies (2D & Linear Bar codes, Radio Frequency Identification Tags (RFID), Optical Memory Cards, and Satellite Tracking) that enables and facilitates data collection and transmission to information systems. RFID, when applied to containers, provides geographic visibility through regional servers of the container whether in process, in-transit, or in-storage while giving the CINCs and logisticians asset visibility and C2 throughout the logistics pipeline. The key to AIT integration into the DOD is that the devices enable process improvements for data quality and capture, and business processes.

## **I. INTRODUCTION OF NEW TECHNOLOGY**

Reporting requirements addressed Paragraphs B through G are subject to change as new technologies are introduced into transportation operations. Questions on data requirements must be forwarded to USTRANSCOM TC/LTS for review and action to ensure that standard, integrated practices are adopted. USTRANSCOM will coordinate with activities to identify minimum essential data elements for tags. DOD automated transportation information systems that generate data must be modified to accept and produce the data as soon as the standard is approved.

## **J. INVENTORY POLICY**

1. Inventories of all DOD intermodal ISO containers regardless of ownership ensure authorizations are correct, accountability is maintained, and that the DOD ISO container register is current and accurate. Maintaining an up-to-date ISO container register improves management, provides a safe DOD container system, and a base from which to project future DOD requirements.

2. Inventories will routinely be conducted on a biennial basis, during the fourth quarter of the calendar year and at other times as necessary. Biennial inventories to update the DOD ISO Register will be initiated by USTRANSCOM.

3. Service and/or DOD activity container control and/or management offices will coordinate responses to inventory data requests from MTMC and forward responses to requests within 90 days of receipt, which reflect current situation as of date specified by MTMC.

4. DOD-owned common-use and CADS containers that cannot be located during inventory will require initiation of a property adjustment document IAW Army Regulation (AR) 735-5, Policies and Procedures for Property Accountability.

## **K. INVENTORY PROCEDURES**

1. When an inventory is required, MTMC will forward to each Service and/or DOD activity container control and/or management office listed as a DOD container owner a summary as extracted from the DOD ISO container register. MTMC will also forward a summary of DOD-owned common-use and CADS containers in each activity's possession as identified in MTMC's container tracking system. Each activity will in turn review and verify summaries for accuracy. Type of information contained in the summaries along with descriptive explanatory information is contained in Table 605-2.

<b>Table 605-2. ISO Container Register Information</b>	
<b>ITEM</b>	<b>DEFINITION</b>
DODAAC	Activity maintaining accountability of container; consists of 6 alphanumeric characters
ISO Serial Number	ISO number assigned to container by MTMC; consists of 11 alphanumeric characters (four letters followed by a six digit serial number and a check digit)
Year Built	Year container was built; consists of 4 numeric characters
Date Assigned	Julian date that ISO serial number was assigned by MTMC; consists of four numeric characters
Container Size/Type Code	Code that provides descriptive information on various type containers owned by DOD; consists of four numeric characters
Container Condition	B-Serviceable, D-Unserviceable/Awaiting Disposal, E-Needs repair (\$300. Or Less), F-Needs repair/Not unserviceable, I-Needs Inspection

a. For Component-owned containers no longer in inventory, an activity will delete the ISO serial number from the summary and note the final disposition, if known, and provide the information to MTMC for removal from the ISO register.

b. For Component-owned on-hand containers listed in the summary, an activity will verify all information making corrections where necessary.

c. For Component-owned on-hand containers not listed in the summary, an activity will insert proper information on the summary to include accountable DODAAC of owner and provide information to MTMC for inclusion in the ISO register.

d. For DOD-owned common-use and CADS containers, activities will note transfer document number (i.e., TCN) if the container is no longer in their possession.

2. MTMCs web based inventory system is called the DOD Container Inventory System (DODI). Container owners can request access to the DODI application through Electronic Transportation Acquisition (ETA) web site <https://eta.mtmc.army.mil/> then select Freight/Cargo and DODI Container Inventory System. The container owner requests access to DODI, and after providing requested basic information, is granted access.

3. MTMC will revise the DOD ISO container register upon receipt of updated information.

#### **L. DOD-OWNED COMMON-USE AND CADS CONTAINERS LOST, DAMAGED, RECOVERED, OR DESTROYED**

1. Containers lost, damaged, or destroyed require adjustments to HQ, MTMC authorization/accounting documents, the DOD ISO container register, and the MTMC container tracking system.

2. MTMC manages the location and movement of DOD-owned common-use and CADS containers through the AMS that identifies container ISO serial number and last known location by DODAAC. If a container has not moved for a long period of time and/or an inventory is due, MTMC queries the last known DODAAC concerning its status. If during this inquiry process, the container cannot be located or if it cannot be determined to have been shipped, a Report of Survey is required.

a. MTMC will require the last known activity having possession of the container to initiate a statement indicating the facts and circumstances surrounding the missing container. The statement will include all facts germane to the situation to include names and dates of individuals having knowledge of the incident.

b. Upon receipt of the activity statement, MTMC will initiate a Report of Survey IAW the provisions of AR 735-5, and include the statement as an exhibit.

c. Appointing and approving authority for a Report of Survey is MTMC.

d. If circumstances warrant, HQ, MTMC Commander may require an investigation under the provisions of AR 15-6, Procedures for Investigating Officers and Boards of Officers. Upon completion of the report of investigation, a copy will be attached to Report of Survey and processed IAW AR 735-5.

e. Once approved, the Report of Survey will be used for property record adjustment.

3. MTMC will be notified upon discovery of an apparent excess container or other intermodal equipment item. The Container Management Team should be given all identifiable numbers (i.e. asset marks number, container number, condition of container/equipment).

a. The Leasing Team will determine if the container/equipment is government-owned or commercially owned, and provide, if possible, a contract number to the Container Management Team. Additional instructions may be found in Chapter 602 covering leasing requirements.

b. Upon proper identification as a government-owned asset, the Container Management Team will contact needed users of asset availability. If the container/equipment is serviceable and maybe used in intermodal traffic, the selected user must register the container with the Container Management Team, ensure a new asset marks number is placed on the container and follow the supply procedures IAW AR 735-5.

c. If the container/equipment will be used only for storage, then the user will strip the container of all markings and remove the data plate.

d. The gaining user will pay for movement of the container/equipment from the discovered location to the new user area. The gaining user will also pay all drayage costs, if applicable.

e. If the container/equipment is identified as commercially owned, the identified owner will be notified by MTMC to pickup the container/equipment.

4. When a DOD-owned common-use or CADS container has been lost, damaged, or destroyed while in possession of a carrier, provisions of the DTR, Part II, Cargo Movement, Chapter 210 apply.

5. A transportation discrepancy report is authorized for use in lieu of a Report of Survey when appropriate.

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## **CHAPTER 606**

### **CONTAINER FISCAL MANAGEMENT**

#### **A. PURPOSE**

This Chapter describes the fiscal policy for use of DOD-owned common-use and CADS containers across the range of military operations. It designates POC for ISO container acquisition and procurement. (For purpose of this Chapter, the term USTRANSCOM includes its Components, in particular MTMC).

#### **B. RESPONSIBILITIES**

1. MTMC, as the USTRANSCOM executive agent for intermodal services and containerization is responsible for the acquisition, maintenance, repair, and disposal of DOD common user and CADS containers.

a. The Services will provide cargo workload and DOD mobilization and/or surge container requirements to MTMC. The Army, through Operations Support Command (OSC), provides CADS container requirements to MTMC.

b. MTMC will then determine the size of the DOD common user and CADS container fleets. MTMC will determine the costs for acquisition, maintenance, and repair of the DOD common user and CADS fleets.

c. MTMC will separately identify the costs relating to the portion of each fleet that will be utilized in peacetime and the costs relating to maintenance of a contingency and/or surge capability.

d. MTMC will provide container procurement, leasing and other management services to all DOD Components, upon request.

2. The Heads of the DOD Components will be responsible for all fiscal requirements for their Component-owned containers. They are encouraged to use MTMC as a single source for commercial container procurement and leasing.

#### **C. FISCAL POLICY**

1. Acquisition, maintenance, repair, and disposal of the portion of the DOD and CADS fleets, which USTRANSCOM determines to be utilized for peacetime cargo movements, will be funded via the MTMC TWCF Port Handling Business Area. The Services will indirectly provide funding for cargo movement that utilizes DOD common user or CADS containers. The Services need not separately identify funding.

2. Acquisition, maintenance, repair, and disposal of the portion of the DOD and CADS fleets that MTMC determines to be required solely for mobilization and/or surge capability will be funded as follows:

a. DOD common user containers maintained for mobilization and/or surge will be funded by the Services on a pro rata basis. MTMC will develop budgetary requirements based on the sizing of the DOD fleet maintained for mobilization and/or surge purposes.

b. CADS containers maintained for mobilization and/or surge will be funded by the Army. MTMC, in coordination with OSC, will develop budgetary requirements based on the sizing of the CADS fleet maintained for mobilization and/or surge purposes.

c. The Services (DOD Components) are responsible for budgeting and funding for the acquisition, maintenance, repair, and disposal of all Component-owned (non common-use) containers they manage.

3. The Services (DOD Components) are responsible for budgeting and funding for leased containers acquired by them and/or under their control.

## **CHAPTER 607**

### **MOVEMENT OF INTERMODAL CONTAINERS BY AIR**

#### **A. PURPOSE**

This Chapter provides policies and procedures to both users and operators of the organic DOD airlift system on airlift of ISO containers and ISO configured tactical shelters across the range of military operations.

#### **B. POLICY**

1. Movement of ISO containers via Air Mobility Command (AMC) controlled aircraft must be air eligible cargo with an appropriate transportation priority authorized under provisions of this Regulation, Part II, Cargo Movement or Joint Pub 4-01, Joint Doctrine for the Defense Transportation System.

2. AMC, as the operator of the DOD airlift system, will remain proficient in its ability to move and handle ISO containers and shelters by peacetime training.

3. Only up to 20-foot ISO containers and shelters with up-to-date CSC inspections will be moved in the DOD airlift system.

4. Use of AMC-approved 463-L adapter pallets for 20-foot ISO containers is encouraged when airlift is essential during peacetime operations or is necessary to support Time Phased Force Deployment Data (TPFDD) requirements.

#### **C. RESPONSIBILITIES**

1. AMC will provide the following capabilities at their aerial ports for sustainment movement of ISO containers:

a. Airlift support of all ISO containers and shelters to meet validated movement requirements.

b. Remove the container or shelter from the chassis or trailer when it arrives at the APOE.

c. Palletize and store the container or shelter. Provide 463-L pallets, highline dock, palletizing and storage equipment, tiedown equipment, and palletizing personnel.

d. Jointly inspect the containers and tactical shelters with the user.

e. Load the aircraft and prepare documentation such as air manifests.

f. Place the container or shelter on the chassis or trailer at the destination.

2. AMC will provide the following capabilities during unit moves that do not originate at AMC aerial ports:

- a. Jointly inspect containers and tactical shelters with the user.
- b. Load aircraft and prepare documentation such as air manifests.
- c. Place the container or shelter on the chassis or trailer at the destination.

3. Users and/or Shippers will:

a. Provide containers and shelters that meet ISO specification and CSC standards as identified by this Regulation.

b. Move containers and shelters to the appropriate AMC aerial port or previously established APOE.

c. Ensure containers and shelters are properly prepared for air movement. For unit moves, provide palletized loads to AMC Tanker Airlift Control Element (TALCE) or aerial port.

d. Secure internal contents to prevent shifting during transit.

e. Ensure HAZMAT installed or stowed inside of containers or shelters comply with the provisions of Air Force Interservice Manual (AFMAN) 24-204(I), Technical Manual (TM) 38-250, Marine Corps Order (MCO) P4030.19H, Naval Supply (NAVSUP) Pub 505, and Defense Logistics Agency Instruction (DLAI) 4145.3, Preparing Hazardous Materials for Military Air Shipments, (<https://www.afmc-mil.wpafb.af.mil/Hazmat/AFJMAM.htm>).

f. Ensure containers and shelters do not exceed maximum gross weights for air movement as contained in Table 607-1.

g. Participate in Joint inspections of palletized containers and shelters with supporting AMC TALCE or Mission Support Team (MST).

h. Provide shipping documentation for air movement of cargo.

i. Provide load team assistance to aerial port personnel.

j. Obtain AMC approval of any special adapter pallets or equipment to be used in lieu of standard 463-L pallet systems.

k. Movement of ISO containers will be reported to MTMC IAW Chapter 605.

#### **D. PROCEDURES**

1. Air movement subjects containers and shelters to rapid acceleration and deceleration. Contents must be adequately secured to preclude shifting of center of gravity of the container or shelter during flight.

2. Containers and shelters will be prepared for air movement IAW AFJI 24-108/FM 55-12/FMFM 4-6, Movement of Units in Air Force Aircraft.

3. HAZMAT installed or stowed in containers and shelters may be moved aboard DOD aircraft. Shippers obtain packaging and compatibility waivers according to Chapter 2, AFMAN 24-204(I), TM 38-250, MCO P4030.19H, NAVSUP Pub 505, and DLAI 4145.3.

4. Joint inspections will be performed by shipping unit and supporting TALCE/MST. Containers and shelters will be opened and verified for adequate security of cargo and compliance with hazardous cargo restrictions at the discretion of supporting TALCE/MST.

5. Containers and tactical shelters prepared for air movement are restricted by weight based on pallet configuration, type aircraft, and load plan location. Maximum gross planning weights are provided in Table 607-1.

<b>Table 607-1. Maximum Gross Container Weights*</b>				
<b>CONFIGURATION</b>	<b>C-130 E&amp;H</b>	<b>C-141B</b>	<b>C-5</b>	<b>C-17</b>
	Low Strength Floor Area	Low Strength Floor Area	Any Floor Location	ADS Rail System (Centerline)
20' Container 2 Pallet Train	37,328	NA	33,000	32,000
20' Container 3 Pallet Train	44,800**	NA	44,700	48,000
	High Strength Floor Area	High Strength Floor Area	Any Floor Location	ADS Rail System (Centerline)
20' Container 2 Pallet Train	42,672	50,560	33,000	32,000
20' Container 3 Pallet Train	44,800**	72,680***	44,700	48,000

NOTES: \*Weights shown represent maximum gross weight in pounds of a standard ISO container and contents that the aircraft roller conveyer system is capable of supporting under flying conditions. The working gross weight limit is influenced by several other factors to include weight carrying capability of aircraft loading equipment, allowable cabin load for mission range, and localized loading of individual rollers caused by non-uniform container loading.

\*\*This value is the design limit for ISO surface mode containers and it is also the maximum payload for a C-130 in peacetime operation. Present air-land containers are design limited to 25,000 pounds gross weight.

\*\*\*Operationally not feasible (MHE limited).

<b>Table 607-2. Assumptions used in development of Table 607-1</b>	
Tare weight of one 463-L pallet	300 pounds
Low strength floor area roller loading C-130 -- 2,333 lbs per roller contact	High strength loading limits C-130 -- 2,667 per roller contact C-141 -- 1,580 per roller contact C-17 -- 2,000 per roller contact
C-5 Roller limits (pounds per foot) 1 & 2 roller conveyors contacted -1200 3 & 4 roller conveyors contacted - 2400	Effective contact length 2 pallet train -- 14 feet 3 pallet train -- 19 feet

6. Tare weights of containers will be included in all TWCF charges computed for airlift services. Users should include these weights when estimating airlift costs.

## **E. SPECIAL REQUIREMENTS**

1. When movement will originate from other than an AMC aerial port, the shipper will:
  - a. Coordinate all equipment and support needs, as soon as airlift requirements are identified, with supporting affiliated AMC Wing, TALCE, or MST.
  - b. Provide 463-L pallets, nets, and shoring unless previously coordinated IAW Paragraph E.1.a. above.
  - c. Pre-palletize containers or shelters. Plan for and obtain sufficient palletizing equipment and facilities (pallets, nets, shoring, cranes, rollerized flatbeds, storage areas and or highline docks) to ensure sufficient containers or shelters are pre-palletized to sustain planned airlift flow.
  - d. Coordinate and/or provide material handling equipment (MHE) (forklifts or K-Loaders).
  - e. Provide load team assistance to assist TALCE/MST personnel to load containers and shelters on aircraft.
2. AMC will assist deploying unit and provide equipment that is not available.
3. Early coordination is essential to ensure successful mission accomplishment.

## **CHAPTER 608**

### **SYSTEM 463-L PALLETS, NETS, AND TIEDOWN EQUIPMENT**

#### **A. GENERAL**

1. 463-L pallets, nets, and associated cargo tiedown equipment are key components of the airlift portion of the DTS. In normal operations, they maximize available airlift capability and reduce aircraft ground time by allowing for load planning and pallet buildup prior to aircraft arrival. During contingency situations, their availability at the right place and time can be the determining factor in mission success or failure.

2. The DOD manages pallets and nets under two different systems. One system covers WRM and the other manages routine (daily) air cargo operational assets. The DOD manages pallets and nets, under established readiness authorizations, as WRM. These assets are separate and distinct from daily operational pallet and net levels and are subject to controls in Chapter 603. Operational levels must be managed and reported as prescribed in Chapter 604. Throughout this Regulation, unit refers to a squadron in the US Air Force. For other Services, a unit can equate to an installation level organization.

#### **B. OWNERSHIP AND FUNDING**

Although pallets and nets may be authorized to, and in the custody of, any Service or DOD Agency, they are Air Force property, funded and purchased by the Air Force Materiel Command.

#### **C. PALLET, NET, AND TIEDOWN EQUIPMENT TECHNICAL ORDERS**

1. The following TOs detail the maintenance, use and repair of 463-L air cargo pallets, nets and tiedown equipment:

a. TO 35D33-2-2-2, Instruction with Parts Breakdown -- 463-L Air Cargo Pallets, Types HCU-6/E and HCU-12/E.

b. TO 35D33-2-3-1, Maintenance and Repair Instructions -- Air Cargo Pallet Nets, HCU-7/E, I, Side, HCU-15/C, II, Top, HCU-11/C, III, Side, HCU-16/C, IV, Top.

c. TO 13C2-1-1, Cleaning, Repair and Test Instruction -- Cargo Tie Down Equipment.

d. TO 36M-1-141, Operator and Operation Instruction -- Materials Handling Equipment System Components of 463-L.

e. TO 1C-1-71, Listing of Cargo Tiedown Equipment Authorized for All Series Cargo Aircraft.

f. TO 00-110N-16, Equipment Authorized for Use with Nuclear Weapons.

#### **D. MODIFICATION OF 463-L PALLETS AND NETS**

The IM may approve requests for modifications to pallets for specialized transportation purposes. The DOD Components must remove these permanently modified pallets from their inventory and discontinue accounting for them.

#### **E. ASSOCIATED EQUIPMENT**

Appendix G itemizes this equipment by nomenclature and national stock number. Secure cargo to the aircraft floor using tiedown equipment organic to the aircraft or provided by the local air terminal. However, to secure cargo to pallets, units must procure and control their own pallet couplers, plastic coverings, tiedown equipment (less nets), and dunnage and/or shoring. It is not the responsibility of the local air terminal to provide this tiedown equipment to deploying units. Tiedown equipment is subject to one-for-one exchange. TO 13C2-1-1 provides cleaning and maintenance instructions for tiedown equipment.

#### **F. AUTHORIZED USES FOR PALLETS AND NETS**

1. Using pallets and nets for any purpose other than pre-palletizing and transporting cargo for airlift is strictly prohibited. Contingencies do not change this fundamental policy.
2. Pallets and nets interface with the aircraft's cargo restraint system with extremely close tolerances. They are easily damaged when used for other than their intended purposes. For that reason, units will not palletize cargo for movement by surface modes of transportation, except during inspections/exercises. If over-the-road movement of built-up pallets is authorized, transporters must ensure adequate three-point dunnage is used, as outlined in TO 35D33-2-2-2.
3. Depalletize the cargo immediately upon receipt and return the pallets and nets (cleaned and stacked IAW TO 35D33-2-2-2 and TO 35D33-2-3-1 to the nearest airlift site as soon as possible. Organizations must also depalletize routine cargo built up on 463-L pallets if those pallets are diverted for movement between locations via a surface mode of transportation. Cargo may remain palletized if the built-up pallets of cargo are being moved over the road to another location for eventual airlift.

#### **G. REPAIR AT INSTALLATION LEVEL**

1. Pallets. Pallets are repairable at unit or depot level. Unit personnel can repair many types of damage to pallets. The depot repair facility will handle all repairs not within the maintenance capability of the installation or unit. Do not ship or transfer damaged pallets without the proper condition tags. Do not dispose of condemned pallets at the unit level unless directed by the AF MAJCOM or DOD Component pallet and net monitor. Report condemnations on the 463-L Pallet and Net Control Report, RCS: MTC-DR (M&Q) 8701 Report. (Format is provided at Appendix F). TO 35D33-2-2-2 further defines repair and condemnation criteria.
2. Nets. If local repair is not feasible, contact other installations in the vicinity to determine if they have the repair capability and can accommodate one-for-one exchanges. If there are no repair facilities available locally, or it is not cost effective to establish repair facilities, contract repair is an alternative. If none of these repair options are feasible, request disposition

instructions from the AF MAJCOM or DOD Component pallet and net monitor. When multiple repair options exist, determine the means of repair based on the priority of the requirement. Return all nets identified for installation level repair to serviceable condition as expeditiously as possible. TO 35D33-2-3-1 outlines the criteria for net maintenance and repair.

3. Depot-Level Repair. Do not allow depot reparable pallets to accumulate at installations. Identify them with the appropriate DD Form 1577 series condition tag and contact the AF MAJCOM or DOD Component pallet and net monitor for disposition instructions. Send large quantities of reparable pallets directly to the contractor's repair facility using shipping instructions provided by the IM through the AF MAJCOM or DOD Component pallet and net monitor. When practical, turn over repairables to the closest AMC Aerial Port of Embarkation (APOE) for a one-for-one exchange. Outside the CONUS, return pallets to one of the staging points identified in TO 35D33-2-2-2. Nets may be shipped off installation to a regional repair facility if the quantity exceeds the capability of the local maintenance fabrication shop, or equivalent. Ensure nets are dry, enclose them in vapor proof barriers, and ship in quantities of fifty to designated repair points. Attach the proper condition tag to an outer surface of the shipping container. The IM provides shipping instructions and fund cites for the transportation of all depot reparable pallets and nets.

## **H. ONE-FOR-ONE EXCHANGE**

Pallets, nets, and tiedown equipment are subject to one-for-one exchange, when practical. For their own accountability and audits, installation pallet and net managers should note all exceptions to the one-for-one exchange policy in their control log (Appendix I).

## **I. WORLDWIDE 463-L PALLET AND NET CONFERENCE**

The WR-ALC General Purpose Vehicle Section (WR-ALC/LESVG) will conduct and chair a Worldwide 463-L Pallet and Net Conference on a biennial basis. The conference charter is to review worldwide pallet and net requirements, evaluate inventories, report new technological advances, and address any issues impacting effective management of pallets and nets. Invitees include representatives from all MAJCOMs and DOD Components authorized operational or WRM pallets, nets, and tiedown equipment. WR-ALC/LESVG will convene a separate 463-L Pallet and Net Working Group during the off-years, as necessary, to discuss and resolve problems identified by the users and to lay the groundwork for the biennial worldwide conference. The working group includes representatives from Headquarters Air Force, Infrastructure and Vehicles Division (HQ USAF/ILGV); Headquarters Air Force, Materiel Management Policy Division (HQ USAF/ILGP); Warner Robins Air Logistics Center, Vehicle Management Directorate (WR-ALC/LE); United States Transportation Command (USTRANSCOM); each DOD Component; and HQ AMC/LGTZ. The SPM may invite other agencies to attend if the agenda topics indicate their participation is warranted.

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## **CHAPTER 609**

### **WRM 463-L PALLETS AND NETS**

#### **A. GENERAL**

Pallets and nets are essential for the mobilization and deployment of active and reserve forces and, therefore, meet the criteria established to be classified as WRM.

#### **B. POSITIONING OF WRM PALLETS AND NETS**

1. Pre-position pallets and nets required for contingency operations with the using or deployable activity, when practical. Along with their annual requirements validation package, AF MAJCOM and DOD Components must provide the SPM and IM a detailed list of their on-hand WRM assets by geographic location.

2. The IM initially distributes new production and depot-repaired pallets, coordinating this distribution with the AF MAJCOM and DOD Component pallet and net monitor before shipping assets.

3. AF MAJCOMs and DOD Components must not use WRM pallets and nets for routine air cargo operations without prior approval from the IM. Organizations authorized pallets and nets may use WRM assets during operations plan (OPLAN) exercises and unit deployments without IM approval. WRM pallets deployed with a unit and remaining in the unit's custody are not subject to one-for-one exchange policies. Organizations without WRM assets must negotiate with their AF MAJCOM or DOD Component pallet and net monitor to obtain assets for unprojected deployments, SAAMs, and exercises. AF MAJCOM and DOD Components do not include this requirement in their total authorizations.

4. AF MAJCOM and DOD Components must coordinate with the IM on inter-MAJCOM or inter-DOD Component redistributions. To minimize transportation costs, redistribute assets to the nearest using activity if possible. TO 35D33-2-2-2 contains shipping instructions for pallets, and TO 35D33-2-3-1 for nets. The IM will provide special shipping instructions. Ship assets, whether serviceable or reparable, by the most economical means available.

#### **C. REQUIREMENTS DETERMINATION**

Each AF MAJCOM and DOD Component must reevaluate WRM pallet and net requirements annually. Base requirements on the most demanding tasking, forecasting sufficient organizational pallets and nets to support the first 90 days of operations. Submit annual revalidations to the IM no later than 31 October each year. Indicate in the annual revalidation letter (Appendix J) computation method and planning document(s) used to determine requirements, and include a statement certifying the submission as the minimum essential quantity needed to accomplish the mission. Tenant organizations will submit WRM requirements to the host logistics plans office (or equivalent). The host logistics plans office will consolidate tenant requirements and submit them to the host MAJCOM or DOD Component.

Should requirements change during the year, forward a letter stating new requirements to WR-ALC/LESVG for authorization approval.

#### **D. RULES FOR COMPUTING WRM REQUIREMENTS**

1. Organizations will use one or more of the following methods to compute WRM requirements:

a. Carefully load plan cargo (less rolling stock) to arrive at the total number of pallets and nets required (usable area of a pallet is 84 by 104 by 96 inches high).

b. If detailed load planning is not possible, divide total weight of cargo (less rolling stock) by 4000 pounds per pallet to determine total pallets required.

c. If an organization is listed in the OPLAN Time Phased Force and Deployment List with a Unit Type Code and is subject to deploy by air with less than one pallet load of cargo (4000 pounds for general cargo or 10,000 pounds for ammo), consider the organization as a “small organization” (unless otherwise designated by the AF MAJCOM or DOD Component). If a small organization is deploying through an APOE, AMC will include the small organization’s WRM requirement with their own.

2. Calculate the number of pallets and nets required for palletization of baggage to support deploying personnel. (This requirement does not apply to small organizations scheduled to deploy through an AMC APOE; for computing baggage pallet and net requirements, a “small organization” is defined as twenty people or less.) AF MAJCOM and DOD Components must identify any command-unique computation methods or factors they use to determine these requirements in their supplements to this regulation.

#### **E. NON-ORGANIZATION AND RESUPPLY PALLET AND NET REQUIREMENTS**

AMC will establish WRM pallet and net levels to support non-organization and resupply cargo at APOEs for the first 90 days of a contingency. The APOEs will need these pallets and nets in addition to their operational assets to account for wartime attrition rates and a lack of back-haul opportune airlift (caused, in part, by noncombatant evacuation requirements). To determine these APOE pallet and net requirements, planners will use the current Joint Strategic Capabilities Plan and CJCS-directed OPLAN TPFDD.

#### **F. THEATER WORKING LEVELS**

During a major contingency force mobilization, deployed organizations will establish validated in-theater working levels (for forward movements, etc.). Deployed organizations will turn in all excess pallets and nets to the local aerial port function for immediate reinsertion into the airlift system.

#### **G. NEW REQUIREMENTS**

Organizations will not submit requisitions for additional pallets or nets, or report excess serviceable or unserviceable pallets or nets, through supply channels. Organizations must

contact their AF MAJCOM or DOD Component pallet and net monitor to establish new pallet and net requirements or report excess assets.

## **H. ACCOUNTABILITY**

To provide a clear audit trail, organizations will account for WRM pallets and nets, which enter or leave their control using a control log (Appendix I). Organizations will report those loaned assets not returned within 60 days (unless specifically released for a longer period) in the RCS: MTC-DR (M&Q) 8701 Report. This report on overdue assets must include recovery actions taken, message address of the unit that received the assets, and a comment explaining what assistance, if any, is required from the IM or HQ.

## **I. REPORTING REQUIREMENTS**

1. Any organization possessing WRM pallets and nets must inventory those assets as of 2400Z on the first Tuesday of each month, or as required by their AF MAJCOM or DOD Component. They must report findings to their AF MAJCOM or DOD Component pallet and net monitor using the RCS: MTC-DR (M&Q) 8701 Report. Organization pallet and net managers must account for WRM (both serviceable and reparable) pallets and nets under their control. Do not use this report to establish new requirements. AF MAJCOM and DOD Component pallet and net monitors will compile the results of the unit inventories into a single RCS: MTC-DR (M&Q) 8701 Report and submit it to the IM no later than the 20th of January, April, July, and October. Tenant organizations will submit inventory reports to the host logistics plans office (or equivalent). The host logistics plans office (or equivalent) will consolidate tenant inputs and report to the host MAJCOM or DOD Component.

2. AF MAJCOM and DOD Component pallet and net monitors must identify and analyze variances in their inventory based on pallet and net log entries for the period (Appendix I) and report these findings in the remarks section of the RCS: MTC-DR (M&Q) 8701 Report. Do not confuse variances with justifiable differences in inventory figures from one reporting period to the next. Organizations will sometimes report substantial differences in on-hand inventories from month to month, but the differences can be easily justified with supporting data (assets turned in or received from depot repair, lack of one-for-one exchange, etc.). Variances are defined as any unaccountable losses or gains from one reporting cycle to another. AF MAJCOM and DOD Component pallet and net monitors will investigate variances between assets actually on-hand and what should be on-hand. When the variance is plus or minus five percent, or greater, send the results of the investigation to the IM before the next scheduled quarterly report. Document the computed variances and required investigations, and retain the document with the RCS: MTC-DR (M&Q) 8701 Report. Retain these reports in active storage for one year and in inactive storage for one year.

3. The IM will perform a reconciliation of DOD-wide inventory variances, investigating any unaccountable gains or losses that exceed five percent of the worldwide inventory. The IM must reconcile any differences in quantities of serviceable and reparable assets shipped between the manufacturer or the repair contractor and the reporting activities. The IM must investigate and resolve the differences or take other action if losses are determined. AF MAJCOM and DOD Component pallet and net monitors will assist the IM in all investigations.

## **J. INSPECTION REQUIREMENTS**

Organizations possessing WRM pallets must physically inspect the pallets as required in TO 35D33-2-2-2. Inspections should focus on the suitability of the storage area and the physical condition of the pallets. Organizations will remove damaged pallets from storage and repair them or forward them to a depot repair facility. Managers should consider rotating WRM pallets out of storage periodically and replacing them with serviceable pallets from operational or depot overhaul stocks.

## **CHAPTER 610**

### **OPERATIONAL 463-L PALLETS AND NETS**

#### **A. GENERAL**

Operational 463-L pallets and nets are an integral part of the peacetime DTS. During normal, day-to-day operations, these assets allow for load preplanning, thereby reducing aircraft ground time and maximizing available airlift.

#### **B. POSITIONING OF PALLETS AND NETS**

1. Position pallets and nets required to sustain day-to-day airlift operations with the using activity.

a. The IM initially distributes new production pallets and nets and depot-repaired pallets, coordinating this distribution with AF MAJCOM and DOD Component pallet and net monitors before shipping the assets. The IM reviews the RCS: MTC-DR (M&Q) 8701 Report to identify excesses and fill shortages.

b. Organizations will not use WRM pallets and nets for routine air cargo operations without prior approval from the IM.

c. Organizations requiring pallets and nets for general training activities may request authorizations for operational assets through their AF MAJCOM or DOD Component monitor.

d. The AF MAJCOM and DOD Component pallet and net monitor may redistribute operational assets within the Command without the concurrence of the IM. The AF MAJCOM or DOD Component monitor should initiate these intra-organizational redistribution actions to transfer operational overages to activities with shortages. The IM does not provide a fund cite for intra-organizational redistribution.

e. The IM may direct redistribution among AF MAJCOMs or DOD Components. Typically, the IM will redistribute assets to the nearest activity, regardless of ownership. AF MAJCOM and DOD Component pallet and net monitors must coordinate on all inter-installation transfers. TO 35D33-2-2-2 contains shipping instructions for pallets, and TO 35D33-2-3-1 contains shipping instructions for nets. The IM will provide special shipping instructions. Ship all assets, whether serviceable or reparable, by the most economical means.

f. When airlift operators and supported agencies mutually agree, organizations may designate operational pre-palletization points and may obtain pallets and nets from the airlifter's operational stock. The airlift operator will control and report these assets.

#### **C. REQUIREMENTS DETERMINATION**

AF MAJCOMs and DOD Components will revalidate operational pallet and net requirements annually. This annual revalidation demands organizations deliberately plan for operational pallet

and net requirements. Organizations must continuously refine pallet and net needs based on experience and enhanced planning techniques. Should requirements change during the year, forward a letter stating new requirements to WR-ALC/LESVG for authorization approval. Submit annual revalidations to the IM no later than 31 October each year. Indicate in the annual revalidation letter (Appendix J) the computation method used to determine requirements, and include a statement certifying the submission as the minimum essential quantity needed to accomplish the mission.

#### **D. REPORTING REQUIREMENTS**

1. Any organization possessing operational pallets and nets must inventory those assets as of 2400Z on the first Tuesday of each month, or as required by their AF MAJCOM or DOD Component. They must report findings to their AF MAJCOM or DOD Component pallet and net monitor using the RCS: MTC-DR (M&Q) 8701 Report. Organization pallet and net managers must account for all operational (both serviceable and reparable) pallets and nets under the control of the air terminal or installation. These include all loaded and empty assets, all assets situated on home-station aircraft, all assets at a repair facility under the reporting station's control, and all assets in depot and code "J" baggage facilities. Do not use this report to establish new requirements. AF MAJCOM and DOD Component pallet and net monitors will compile the results of the unit inventories into a single RCS: MTC-DR (M&Q) 8701 Report and submit it to the IM no later than the 20th of January, April, July, and October.

2. AF MAJCOM and DOD Component pallet and net monitors must identify and analyze variances in their inventory based on pallet and net log entries for the period (Appendix I) and report these findings in the remarks section of the RCS: MTC-DR (M&Q) 8701 Report. Do not confuse variances with justifiable differences in inventory figures from one reporting period to the next. Organizations will sometimes report substantial differences in on-hand inventories from month to month, but the differences can be easily justified with supporting data (assets turned in or received from depot repair, lack of one-for-one exchange, etc.). Variances are defined as any unaccountable losses or gains from one reporting cycle to another. AF MAJCOM and DOD Component pallet and net monitors will investigate variances between assets actually on hand and what should be on hand. When the variance is plus or minus five percent, or greater, send the results of the investigation to the IM before the next scheduled quarterly report. Document the computed variances and required investigations, and retain the document with the RCS: MTC-DR (M&Q) 8701 Report. Retain these reports in active storage for one year and in inactive storage for one year.

3. The IM will perform a reconciliation of DOD-wide inventory variances, investigating any unaccountable gains or losses that exceed five percent of the worldwide inventory. The IM must reconcile any differences in quantities of serviceable and reparable assets shipped between the manufacturer or the repair contractor and the reporting activities. The IM must investigate and resolve the differences or take other action if losses are determined. AF MAJCOM and DOD Component pallet and net monitors will assist the IM in all investigations.

## **E. TEMPORARY AND LONG TERM LOANS**

Organizations may loan operational pallets and nets for up to 60 days, as long as the equipment is used only as authorized in this Regulation and referenced TOs. Advise organizations requesting loans of pallets and nets for more than 60 days to consider establishing their own pallet and net requirement. Ensure loaned assets are returned as expeditiously as possible.

## **F. OPERATIONAL PALLET AND NET ACCOUNTABILITY**

1. Organizations possessing pallets and nets must maintain a clear audit trail for assets that enter or leave their control. The following procedures apply:

a. Account for operational assets in a control log (Appendix I), recording the types and quantities of equipment released or received. Organizations will document loaned assets not recovered within sixty days (unless specifically released for a longer period) in the RCS: MTC-DR (M&Q) 8701 Report. This report on overdue assets must include recovery actions taken, the message address of the unit that received the assets, and a comment explaining what assistance, if any, is needed from the IM or HQ.

b. Obtain a hand receipt for loaned pallets and nets.

c. AF MAJCOM and DOD Components must request a waiver from the SPM to modify the above accounting procedures. The request must describe an alternate system for controlling these assets, including the interface with other AF MAJCOM and DOD Components using the system.

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## **CHAPTER 611**

### **CONTINGENCY MANAGEMENT OF 463-L PALLETS, NETS, AND TIEDOWN EQUIPMENT**

#### **A. GENERAL**

1. The entire DOD airlift system is built around the 463-L air cargo handling system and its unique components, including MHE, air cargo pallets and nets, and the aircraft air cargo restraint system.

2. Failure or weakness in any one of these critical components can cause disruptions in the flow of cargo to its destination. 463-L system air cargo pallets and nets are especially significant in that their availability allows for prepalletization of cargo and, therefore, advance load planning and prioritization. This advanced planning ensures available airlift tonnage and cubage is fully utilized. It also contributes to more efficient flight line cargo loading operations that, in turn, expedite critical aircraft turnaround.

3. The efficient operation of the 463-L air cargo handling system becomes more crucial during contingencies when large volumes of cargo must be moved on an international scale over a short period of time. The availability of air cargo pallets, nets, and tiedown equipment for the prepalletization of cargo during these contingencies is assumed in the logistics distribution planning process. Consequently, their nonavailability could totally disrupt the scheduled airlift flow of cargo and ultimately impact the outcome of the operation.

#### **B. CONTINGENCY NOTIFICATION**

Upon receipt of a CJCS warning order (contingency alert) that contains force deployment orders, the SPM or IM will require a baseline inventory of all 463-L pallets and nets. The IM will use the resulting baseline data as a point of reference for calculating estimates of attrition, damage, and usage later in the operation. The SPM may also use these inventory figures as justification for decisions that must be made concerning accelerated production or repair of assets, including new contracts.

#### **C. OPERATIONAL VERSUS WRM ASSETS**

In the event of an actual conflict or crisis, the SPM, in coordination with WR-ALC/LESVG and the AMC Crisis Action Team (CAT)/Air Transportation Representative will determine when WRM designated assets need to be merged into the operational inventory. Upon making that decision, the SPM will advise all AF MAJCOM and DOD Components to release all on-hand pallet and net assets for immediate redistribution. Organizations will not break down loads prepalletized to support future stages of the conflict expressly for the purpose of obtaining empty pallets for insertion in the operational airlift flow. Upon implementation of war plans and notification from WR-ALC/LE, terminate accountability for WRM-coded pallets and nets.

#### **D. REDISTRIBUTION OF ASSETS**

To sustain airlift operations during a crisis, the SPM or IM may require AF MAJCOM and DOD Components to redistribute assets due to inadequate return of pallets and nets from the supported theater; greater than anticipated attrition or damage rates; delays in accelerated or new production; or general malpositioning of assets. AF MAJCOM and DOD Components must be ready to expeditiously prepare and ship pallet and net assets to other organizations in response to redistribution orders from the SPM or the IM.

#### **E. REQUESTING PALLETS AND NETS**

1. During a contingency, unique procedures apply for requesting pallets and nets:
  - a. The SPM will be the focal point for all pallet and net requests.
  - b. All subordinate units must contact their AF MAJCOM or DOD Component pallet and net monitor for assistance.
  - c. AF MAJCOMs and DOD Components must first use assets from their on-hand inventory. If sufficient assets are not available, the AF MAJCOM or DOD Component pallet and net monitor should notify the SPM and request assistance.
  - d. The SPM will direct immediate redistribution of assets to support these requests, in coordination with the AMC CAT/Air Transportation Representative.

#### **F. REPORTING REQUIREMENTS**

1. After the SPM directs the baseline inventory of DOD pallet and net assets, all periodic reporting requirements will be waived. The SPM retains the right to reinstate regular reporting at any time.
2. The Air Force Components Commander's Chief of Logistics or his/her designated representative in the supported theater will provide a daily situation report of assets on-hand at established airfields in the theater using the Contingency 463-L Pallet and Net Report format (Appendix L). Organizations outside the supported theater will provide daily pallet and net status reports to their HQ for inclusion in daily situation reports, if so directed.

#### **G. ACCOUNTABILITY**

Upon implementation of war plans and notification from WR-ALC/LE, terminate accountability for WRM-coded pallets and nets. All organizations must revise their pallet and net records to reflect the transfers of accountability, without deleting validated authorizations.

#### **H. RETURN OF ASSETS**

1. 463-L system pallet and net inventory objectives are based on the timely return of serviceable assets from the supported theater.

2. Deployed organizations will break down pallets as soon as practical and return them to the airlift system. AF MAJCOMs and DOD Components must advise their deploying units of this crucial responsibility. During contingencies and major deployments, the supported geographic combatant commander is responsible for establishing and enforcing an effective pallet and net return program.

#### **I. AUTHORIZED USE**

Using 463-L system pallets for purposes other than prepalletizing and transporting cargo is strictly prohibited. Contingencies do not change this fundamental policy.

#### **J. REPAIR**

Organizations must return pallets to serviceable condition as expeditiously as possible, whether the repairs are local or depot level. Transport pallets or nets identified for depot repair to the appropriate contractor's facility on a priority basis. If repair contracts are surged, it is imperative to maintain a steady supply of reparable assets going to the contractor to economically sustain the surge.

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# APPENDIX A

## CONTAINER INSPECTION CHECKLIST

**MIL-HDBK-138B**

**APPENDIX A**

**END OPENING CONTAINER INSPECTION CHECKLIST**

Date of Inspection \_\_\_\_\_ ISO Number \_\_\_\_\_

Inspection Location \_\_\_\_\_ CSC Re-inspection Date \_\_\_\_\_

COMPONENT OR ITEM	ACCEPT	REJECT	REMARKS (DEFICIENCIES)
<b>1. MARKINGS &amp; DATA PLATE</b>			
ISO MARKINGS			
CSC SAFETY APPROVAL			
MANUFACTURER'S DATA			
TRL TCT & LIC APPROVALS *			
<b>2. OVERALL CONFIGURATION</b>			
DIMENSIONS			
DISTORTION			
PROTRUSIONS			
<b>3. DOOR END (REAR)</b>			
CORNER FITTINGS & HEADS			
CORNER POSTS (2 EACH)			
DOOR HEADER			
DOOR BULL			
DOOR PANELS			
HINGES			
HINGE PIN WELDS *			
LOCKING BARS			
LOCKING BAR MOUNTING BRACKETS			
CAWS			
CAM RETAINERS			
LOCKING HANDLES			
LOCKING HANDLE RETAINER			
CUSTOMS CATCH *			
DOOR SEALS (GASKETS)			
RAIN GUTTER *			
J-BARS *			
<b>4. CURB SIDE EXTERIOR</b>			
TOP SIDE RAIL			
BOTTOM SIDE RAIL			
FORKLIFT POCKETS *			
WALL PANELS			
WALL POSTS *			
<b>5. FRONT END EXTERIOR</b>			
TOP SIDE RAIL			
BOTTOM SIDE RAIL			
FORKLIFT POCKETS			
WALL PANELS			
WALL POSTS *			
<b>6. ROAD SIDE EXTERIOR</b>			
TOP SIDE RAIL			
BOTTOM SIDE RAIL			
FORKLIFT POCKETS *			
WALL PANELS			
WALL POSTS *			
<b>7. ROOF EXTERIOR</b>			
CORNER FITTINGS			
APERTURES			
TOP SIDE RAILS			
TOP SIDE RAILS			
TOP END RAIL			
DOOR HEADER			
ROOF PANELS			
REINFORCEMENT PLATES *			
<b>8. UNDERSTRUCTURE</b>			
CORNER FITTING APERTURES			
CROSS MEMBERS			
FORKLIFT TUNNELS *			
SIDE RAILS			
END RAIL			
DOOR BULL			
<b>9. INTERIOR</b>			
FLOORING			
FLOOR FASTENERS			
THRESHOLD PLATE *			
ROOF PANELS			
ROOF BARS *			
WALL PANELS			
LINING *			
MECHANICAL RESTRAINT SYSTEM *			
LOAD BEARING SURFACES *			

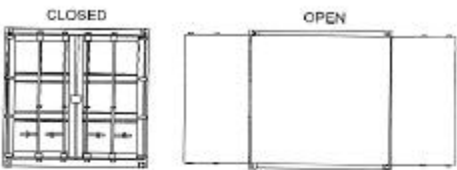
NOTE: ANY ITEM WITH AN ASTERISK (\*) MAY OR MAY NOT BE RELEVANT. MARK "N/A" IN THE REMARKS COLUMN FOR ITEMS WHICH ARE NOT APPLICABLE.

ACCEPTED \_\_\_\_\_ REJECTED \_\_\_\_\_ NEW CSC RE-INSPECTION DATE \_\_\_\_\_

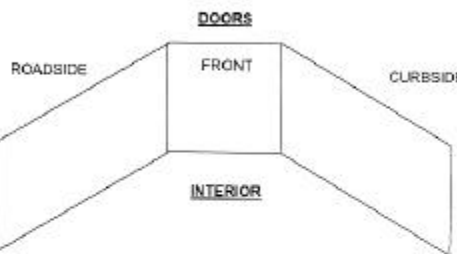
INSPECTOR \_\_\_\_\_ (PRINT NAME)

\_\_\_\_\_  
(SIGNATURE)

(CIRCLE DEFECTS)




CLOSED      OPEN



ROADSIDE      FRONT      CURBSIDE

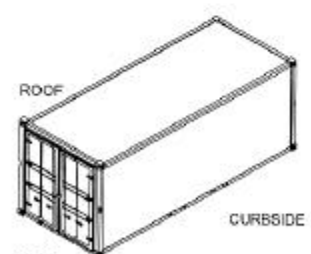
INTERIOR



FRONT

REAR


FLOOR



ROOF

CURBSIDE

REAR



ROADSIDE

FRONT

BOTTOM

**Figure A-1. End Opening Container Inspection Checklist**

MIL-HDBK-138B

APPENDIX A

SIDE OPENING CONTAINER INSPECTION CHECKLIST

Date of Inspection \_\_\_\_\_ ISO Number \_\_\_\_\_

Inspection Location \_\_\_\_\_ CSC Re-inspection Date \_\_\_\_\_

COMPONENT OR ITEM ACCEPT REJECT REMARKS (DEFECTS)

1. MARKINGS & DATA PLATE

ISO MARKINGS			
CSC SAFETY APPROVAL			
MANUFACTURER'S DATA			
TIR, TCT, & UC APPROVALS *			

2. OVERALL CONFIGURATION

DIMENSIONS			
DISTORTION			
PROTRUSIONS			

3. DOOR END (REAR)

CORNER FITTINGS (4 EACH)			
CORNER POSTS (2 EACH)			
DOOR HEADER			
DOOR SILL			
DOOR PANELS			
HINGES			
HINGE PIN WELDS *			
LOCKING BARS			
LOCKING BAR MOUNTING BRACKETS			
CUMS			
CAN RETAINERS			
LOCKING HANDLES			
LOCKING HANDLE RETAINER			
CUSTOM CATCH *			
DOOR SEALS (GASKETS)			
RAIN GUTTER *			
J-BARS *			

4. CURB SIDE EXTERIOR

TOP SIDE RAIL			
BOTTOM SIDE RAIL			
FORKLIFT POCKETS *			
WALL PANELS			
WALL POSTS *			

5. FRONT END EXTERIOR

TOP SIDE RAIL			
BOTTOM SIDE RAIL			
FORKLIFT POCKETS			
WALL PANELS			
WALL POSTS *			

6. ROAD SIDE EXTERIOR

TOP SIDE RAIL			
BOTTOM SIDE RAIL			
FORKLIFT POCKETS *			
WALL PANELS			
WALL POSTS *			

7. ROOF EXTERIOR

CORNER FITTINGS			
APERTURES			
TOP SIDE RAILS			
TOP SIDE RAILS			
TOP END RAIL			
DOOR HEADER			
DOOR PANELS			
REINFORCEMENT PLATES *			

8. UNDERSTRUCTURE

CORNER FITTINGS APERTURES			
CROSS MEMBERS			
FORKLIFT TUNNELS *			
SIDE RAILS			
END RAIL			
DOOR SILL			

9. INTERIOR

FLOORING			
FLOOR FASTENERS			
THRESHOLD PLATE *			
ROOF PANELS			
ROOF BOWS *			
WALL PANELS			
LINING *			
MECHANICAL RESTRAINT SYSTEM *			
LOAD BEARING SURFACES *			

NOTE: AN ITEM WITH AN ASTERISK (\*) MAY OR MAY NOT BE RELEVANT. MARK "NA" IN THE REMARKS COLUMN FOR ITEMS WHICH ARE NOT APPLICABLE.

ACCEPTED \_\_\_\_\_ REJECTED \_\_\_\_\_ NEW CSC RE-INSPECTION DATE \_\_\_\_\_

INSPECTOR: \_\_\_\_\_ (PRINT NAME)

\_\_\_\_\_  
(SIGNATURE)

(CIRCLE DEFECTS)

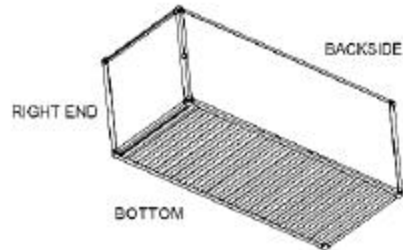
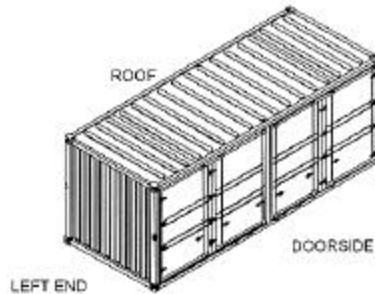
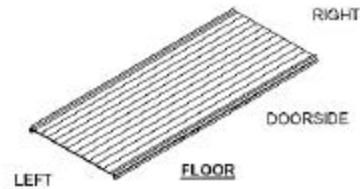
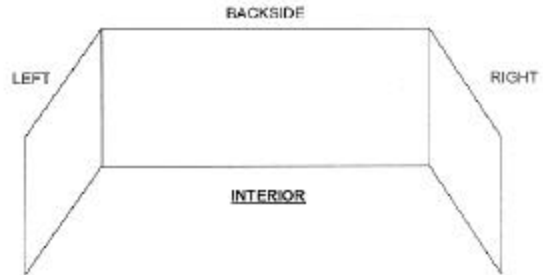
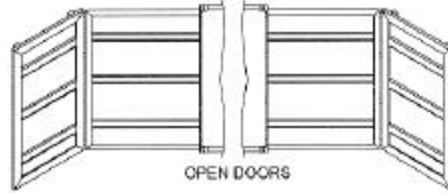


Figure A-2. Side Opening Container Inspection Checklist

# **APPENDIX A** **OPEN TOP CONTAINER INSPECTION CHECKLIST**

Date of Inspection \_\_\_\_\_ ISO Number \_\_\_\_\_  
 Inspection Location \_\_\_\_\_ CSC Re-inspection Date \_\_\_\_\_

(CIRCLE DEFECTS)

COMPONENT OR ITEM      ACCEPT      REJECT      REMARKS/DEFICIENCIES

**1. MARKINGS & DATA PLATE**

ISO MARKINGS			
CSC SAFETY APPROVAL			
MANUFACTURER'S DATA			
TIR, TET, & UIC APPROVALS *			

**2. OVERALL CONFIGURATION**

DIMENSIONS			
DEFORMATION			
PROTRUSIONS			

**3. DOOR END (REAR)**

CORNER FITTINGS (EACH)			
CORNER POSTS (2 EACH)			
DOOR HEADER			
DOOR SILL			
DOOR PANELS			
HINGES			
HINGE PIN WELDS *			
LOCKING BARS			
LOCKING BAR MOUNTING BRACKETS			
CAMS			
CAM RETAINERS			
LOCKING HANDLES			
LOCKING HANDLE RETAINER			
CUSTOMER CATCH *			
DOOR SEALS (GASKETS)			
RAIN GUETER *			
J-BOLTS *			

**4. CURB SIDE EXTERIOR**

TOP SIDE RAIL			
BOTTOM SIDE RAIL			
FORKLIFT POCKETS *			
WALL PANELS			
WALL POSTS *			

**5. FRONT END EXTERIOR**

TOP SIDE RAIL			
BOTTOM SIDE RAIL			
FORKLIFT POCKETS			
WALL PANELS			
WALL POSTS *			

**6. ROAD SIDE EXTERIOR**

TOP SIDE RAIL			
BOTTOM SIDE RAIL			
FORKLIFT POCKETS *			
WALL PANELS			
WALL POSTS *			

**7. ROOF EXTERIOR**

CORNER FITTINGS			
APERTURES			
TOP SIDE RAILS			
TOP SIDE RAILS			
TOP END RAIL			
DOOR HEADER			
ROOF PANELS			
REINFORCEMENT PLATES *			

**8. UNDERSTRUCTURE**

CORNER FITTING APERTURES			
CROSS MEMBERS			
FORKLIFT TUNNELS *			
SIDE RAILS			
END RAIL			
DOOR SILL			

**9. INTERIOR**

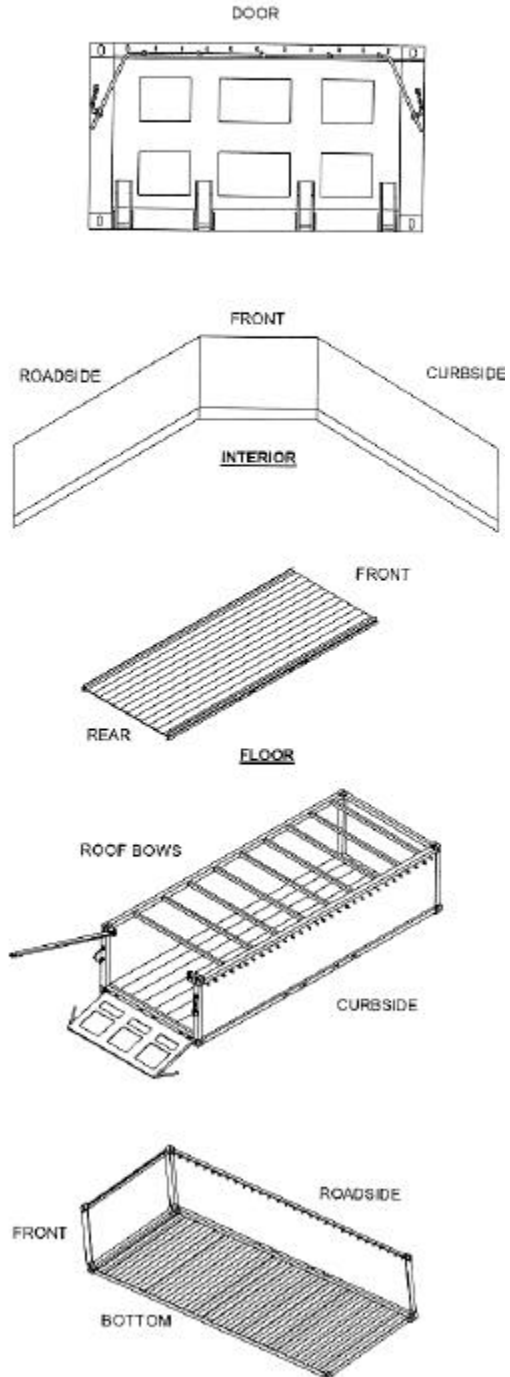
FLOORING			
FLOOR FASTENERS			
THRESHOLD PLATE *			
ROOF PANELS			
ROOF BOWS *			
WALL PANELS			
LINING *			
MECHANICAL RESTRAINT SYSTEM *			
LOAD BEARING SURFACES *			

NOTE: AN ITEM WITH AN ASTERISK (\*) MAY OR MAY NOT BE RELEVANT. MARK "NA" IN THE REMARKS COLUMN FOR ITEMS WHICH ARE NOT APPLICABLE.

ACCEPTED \_\_\_\_\_ REJECTED \_\_\_\_\_ NEW CSC RE-INSPECTION DATE \_\_\_\_\_

INSPECTOR: \_\_\_\_\_ (PRINT NAME)

\_\_\_\_\_  
(SIGNATURE)



**Figure A-3. Open Top Container Inspection Checklist**

MIL-HDBK-138B

APPENDIX A

FLATRACK CONTAINER INSPECTION CHECKLIST

Date of Inspection \_\_\_\_\_ ISO Number \_\_\_\_\_  
 Inspection Location \_\_\_\_\_ CSC Re-Inspection Date \_\_\_\_\_

COMPONENT OR ITEM ACCEPT REJECT REMARKS (DEFICIENCIES)

1. MARKINGS & DATA PLATE

ISO MARKINGS			
CSC SAFETY APPROVAL			
MANUFACTURER'S DATA			
TR, TCT, & UIC APPROVALS*			

2. OVERALL CONFIGURATION

DIMENSIONS			
DISTORTION			
PROTRUSIONS			

3. END "A"

CORNER FITTINGS (4 EACH)			
CORNER POSTS (2 EACH)			
TOP APERTURES			
TOP END RAIL			
BOTTOM END RAIL			
WALL PANELS			
WALL POSTS*			
LOCKING HARDWARE*			

4. SIDE "A"

SIDE RAIL			
STANCHIONS			
TIE DOWN PROVISIONS			
FORK LIFT POCKETS*			

5. END "B"

CORNER FITTINGS (4 EACH)			
CORNER POSTS (2 EACH)			
TOP APERTURES			
TOP END RAIL			
BOTTOM END RAIL			
WALL PANELS			
WALL POSTS*			
LOCKING HARDWARE*			

6. SIDE "B"

SIDE RAIL			
STANCHIONS			
TIE DOWN PROVISIONS			
FORK LIFT POCKETS*			

7. UNDERSTRUCTURE

CORNER FITTING APERTURES			
CROSS MEMBERS			
FORK LIFT TUNNELS*			
SIDE RAILS			
END RAIL			

8. CARGO AREA

FLOORING			
FLOOR FASTENERS			
LOAD BEARING SURFACES*			
STAKING CORES*			

NOTE: AN ITEM WITH AN ASTERISK (\*) MAY OR MAY NOT BE RELEVANT.  
 MARK "NA" IN THE REMARKS COLUMN FOR ITEMS WHICH ARE NOT APPLICABLE.

ACCEPTED \_\_\_\_\_ REJECTED \_\_\_\_\_ NEW CSC RE-INSPECTION DATE \_\_\_\_\_

INSPECTOR: \_\_\_\_\_ (PRINT NAME)

\_\_\_\_\_  
 (SIGNATURE)

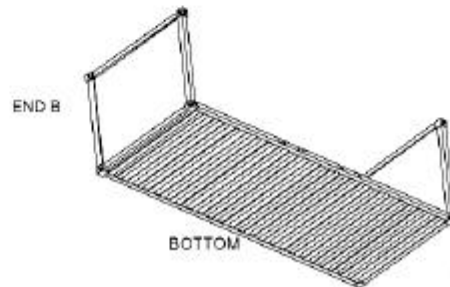
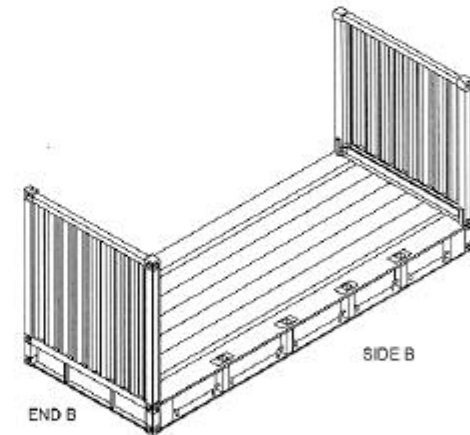
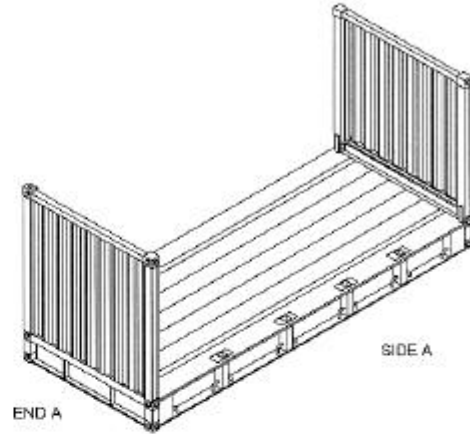


Figure A-4. Flatrack Container Inspection Checklist

# MIL-HDBK-138B

## APPENDIX A

### ISO SHELTER INSPECTION CHECKLIST

Shelter Type \_\_\_\_\_ NSN \_\_\_\_\_

Date of Inspection \_\_\_\_\_ ISO Number \_\_\_\_\_

Inspection Location \_\_\_\_\_ CSC Re-inspection Date \_\_\_\_\_

COMPONENT OR ITEM ACCEPT REJECT REMARKS (DEFICIENCIES)

#### 1. MARKINGS & DATA PLATE

ISO MARKINGS			
CSC SAFETY APPROVAL			
MANUFACTURER'S DATA			
TIR, TCT, & LUC APPROVALS*			

#### 2. OVERALL CONFIGURATION

DIMENSIONS			
DISTRIBUTION			
PROTECTIONS			

#### 3. REAR END

CORNER FITTINGS (2 EACH)			
CORNER POSTS (2 EACH)			
TOP SIDE RAIL			
BOTTOM SIDE RAIL			

#### 4. DOOR

DOOR HEADER			
DOOR SILL			
DOOR PANELS			
HINGES			
HINGE PIN WELDS*			
LOCKING LEVER			
LOCKING LATCH MOUNTING			
BRACKET			
CHAINS			
CABLE TIE WELDS			
LOCKING HANDLE			
LOCKING HANDLE RETAINER			
DISCONNECT LATCH*			
DOOR SEALS (GASKETS)			
SEAL CUTTING*			
WELDS*			

#### 5. CURB SIDE EXTERIOR

TOP SIDE RAIL			
BOTTOM SIDE RAIL			
DOOR FIT PROTECTS*			
WALL PANELS			
WALL POSTS*			

#### 6. FRONT END EXTERIOR

TOP SIDE RAIL			
BOTTOM SIDE RAIL			
DOOR FIT PROTECTS*			
WALL PANELS			
WALL POSTS*			

#### 7. ROAD SIDE EXTERIOR

TOP SIDE RAIL			
BOTTOM SIDE RAIL			
DOOR FIT PROTECTS*			
WALL PANELS			
WALL POSTS*			

#### 8. ROOF EXTERIOR

CORNER FITTING APERTURES			
TOP SIDE RAILS			
TOP END RAIL			
DOOR HEADERS			
WIND PROTECTS			
STRENGTH PLATES*			
SEALING PAD			

#### 9. UNDERSTRUCTURE

CORNER FITTING APERTURES			
CROSS MEMBERS			
FORKLIFT TOWEL*			
SIDE RAILS			
WIND RAIL			
DOOR SILL			
BRIDE*			

#### 10. INTERIOR

FLOORING			
FLOOR FASTENERS			
THRESHOLD PLATE*			
WOOD PANELS			
WOOD BOARDS			
WALL PANELS			
CHAINS*			
MECHANICAL RESTRAINT SYSTEM*			
LOAD BEARING SURFACES*			

NOTE: AN ITEM WITH AN ASTERISK (\*) MAY OR MAY NOT BE RELEVANT. MARK "NA" IN THE REMARKS COLUMN FOR ITEMS WHICH ARE NOT APPLICABLE.

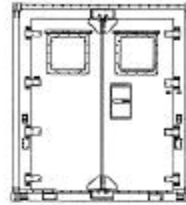
ACCEPTED \_\_\_\_\_ REJECTED \_\_\_\_\_ NEW CSC RE-INSPECTION DATE \_\_\_\_\_

INSPECTOR: \_\_\_\_\_ (PRINT NAME)

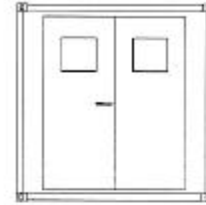
\_\_\_\_\_  
(SIGNATURE)

(CIRCLE DEFECTS)

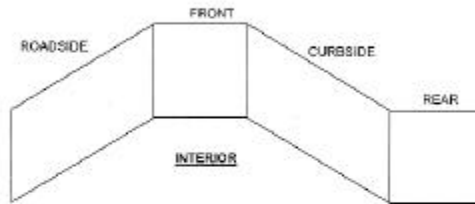
#### REAR END



EXTERIOR



INTERIOR

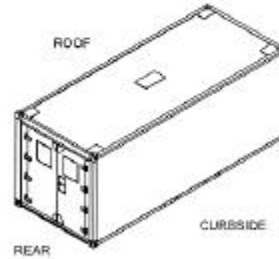


INTERIOR



REAR

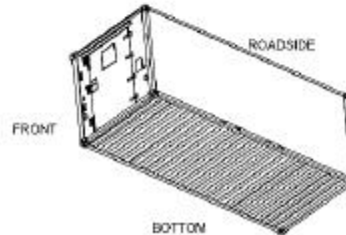
FLOOR



ROOF

REAR

CURBSIDE



FRONT

ROADSIDE

BOTTOM

Figure A-5. ISO Shelter Inspection Checklist

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## **APPENDIX B**

### **DEPARTMENT OF DEFENSE (DOD) INTERMODAL CONTAINER STANDARDS**

#### **A. PURPOSE**

To provide uniform standards for all intermodal containers owned and International Standards Organization (ISO) configured tactical shelters owned and operated by the DOD. Containers leased or contracted for use by the DOD may be excluded on a case-by-case basis as determined by mission requirements.

#### **B. POLICY**

1. All containers procured by the DOD will conform to American National Standards Institute (ANSI) and ISO standards.
2. All ISO configured tactical shelters developed or procured for the DOD intended for movement in the Defense Transportation System (DTS) or in international trade will conform to ANSI/ISO standards within mission requirements.
3. All designs for strategic and tactical transportation assets (aircraft, ships, truck, trailers, etc.) developed or procured for the DOD will consider interface with intermodal container systems of the DTS.
4. All container handling equipment procured by the DOD will adhere to ANSI/ISO standards.
5. All tactical equipment designs and procurement will consider and conform to ANSI/ISO standards within mission requirements.
6. To the maximum extent possible, procurement of ISO-configured tactical shelters will be selected from the Joint Committee on Tactical Shelters Brochure, Department of Defense Standard Family of Tactical Shelters.

#### **C. DOD STANDARDS**

1. Standard transportation containers for the DOD are the:
  - a. 8' wide x 8' high x 20' long ANSI/ISO steel frame construction container.
  - b. 8' wide x 8'6" high x 20' long ANSI/ISO steel frame construction container.
  - c. 8' wide x 8'6" high x 40' long ANSI/ISO steel frame construction container.

2. The 20-foot container is designated as primary size for containerized munitions shipments. Twenty- and 40-foot ISO containers are standard for sustainment and unit equipment.

3. The capability of the user to handle and transport containers will be the overriding factor when determining container size.

#### **D. INDUSTRY STANDARDS**

1. Maximum allowable gross weight for 20' ISO containers of all types including flatracks, high-cube containers, and platform units moving in the DTS and or international trade is 44,800 lbs (20 Long Tons).

2. Maximum allowable gross weight for 40' ISO containers of all types including flatracks, high-cube containers, and platform units moving in the DTS and or international trade is 67,200 lbs (30 Long Tons).

## **APPENDIX C**

### **MOVEMENT OF HAZARDOUS MATERIALS (HAZMAT) BY AIR**

#### **A. MOVEMENT CONSIDERATIONS AND RESTRICTIONS**

1. The movement of HAZMAT as installed and/or stowed inside International Standards Organization (ISO) and/or tactical shelter containers aboard Air Mobility Command (AMC) controlled aircraft is subject to the following considerations and restrictions. Requirements of this Appendix for the transportation of HAZMAT also apply to all other types of containers, e.g. Internal Airlift/Helicopter Slingable Container Units.

a. Installed equipment containing HAZMAT must meet the restraint criteria of MIL-HDBK (Military Handbook)-1791, Designing for Internal Aerial Delivery in Fixed Wing Aircraft.

b. Stowed equipment containing HAZMAT must be packaged in accordance with (IAW) Air Force Interservice Manual (AFMAN) 24-204(I), Technical Manual (TM) 38-250, Marine Corps Order (MCO) P4030.19H, Naval Supply (NAVSUP) Pub 505, and Defense Logistics Agency Instruction (DLAI) 4145.3, Preparing Hazardous Materials for Military Air Shipments (<https://www.afmc-mil.wpafb.af.mil/Hazmat/AFJMAM.htm>) and be restrained by the shipper within a container to meet the restraint criteria of MIL-HDBK-1791.

c. Air transportation personnel must have access to contents for inspection prior to loading aboard aircraft and during flight by the aircrew. The inspection and access to equipment and material determined to be "Sight-Sensitive" may only be waived by the AMC Director of Logistics (HQ AMC/LGTC).

d. A Shipper's Declaration for Dangerous Goods will be prepared for all HAZMAT. The outside of each container will be marked and labeled to identify HAZMAT items IAW AFMAN 24-204(I), TM 38-250, MCO P4030.19H, NAVSUP Pub 505, and DLAI 4145.3.

#### **B. AUTHORIZED "INACCESSIBLE" HAZMAT**

1. Only the following hazardous items are authorized for movement inside containers when considered "inaccessible" during flight.

a. Fire extinguishers secured in appropriate holders or brackets.

b. Vehicles, support equipment, or other mechanical devices must either be drained or drained and purged as specified in AFMAN 24-204(I), TM 38-250, MCO P4030.19H, NAVSUP Pub 505, and DLAI 4145.3. Installed batteries must be a nonspillable type and secured in an upright position.

c. Properly packaged Class/Division 1.4S explosives.

d. Non-Flammable gases in cylinders or aerosols when packaged in strong outer containers.

e. “Consumer Commodities” not containing a liquid or a flammable gas.

f. The following items installed or stowed IAW above restraint criteria or in packaging specified by AFMAN 24-204(I), TM 38-250, MCO P4030.19H, NAVSUP Pub 505, and DLAI 4145.3:

(1) Magnetic material.

(2) Radioactive material.

(3) Thermometers (mercury, metallic).

(4) Air conditioners and/or environmental control units.

### **C. APPROVED HAZMAT**

There is no restriction on hazardous materials prepared/packaged IAW AFMAN 24-204(I), TM 38-250, MCO P4030.19H, NAVSUP Pub 505, and DLAI 4145.3 when loaded in a manner determined to be accessible during flight within any container.

## **APPENDIX D**

### **DEPARTMENT OF DEFENSE (DOD) CONTAINER SYSTEM PROGRAMS**

#### **A. PROGRAM DESCRIPTION**

1. Designated DOD Components will prepare program plans for containerization actions assigned to them for development, integration, and management. As a minimum, the program plan will contain program direction, guidance, responsibilities, objectives, tasks, priorities, and target dates for program completion. Other DOD Components will provide assistance and data input when a particular subsystem task falls under their mission responsibility. Test reports and independent evaluations pertaining to the DOD intermodal equipment system will be forwarded to the Assistant Deputy Under Secretary of Defense, Transportation Policy (ADUSD (TP)) and the Commander in Chief, United States Transportation Command (USCINCTRANS) for review.

2. Each Service is responsible for funding assigned programs. ADUSD (TP) will assist the Services in establishing funding priorities for accomplishing assigned program tasks and will monitor program line items in the DOD budget.

3. Program plans prepared in accordance with this Regulation will be updated annually by the responsible DOD Component as of December 31 and forwarded to ADUSD (TP) and USCINCTRANS within 90 days following the cutoff date.

4. DOD Components assigned specific programs for management will provide briefings annually to ADUSD (TP) and the Defense Transportation Policy Council. The Chairman may request periodic updates.

5. USCINCTRANS as single manager for the DOD intermodal equipment system will, after coordination with affected DOD Components, make recommendations to ADUSD (TP) to start, develop, improve, or end intermodal programs, as appropriate.

## **B. RESPONSIBILITIES**

<b>Program Title</b>	<b>Responsible DOD Component</b>
Air Movement Plan	Department of Air Force
Containerized Ammunition Distribution Plan	Department of Army
Sealift Enhancement Program (Heavy Duty Flatracks)	Department of Navy
Joint Container Exercise Program	USCINCTRANS
Joint Committee on Tactical Shelters	Departments of Army (lead), Navy, Air Force, and Marine Corps

## **APPENDIX E**

### **CONTAINER SHORTFALL PROCEDURES**

#### **A. GENERAL**

In mobilization and contingency situations, shippers request and/or procure containers using established procedures. If sufficient container requirements cannot be met in a timely manner through established procurement procedures, the Contingency Response (CORE) program is implemented. This program is designed to provide DOD priority for commercial transportation resources, including containers. Summarized below are CORE related actions aimed at minimizing adverse impacts under a container shortfall situation.

#### **B. CORE SUMMARY**

MTMC Pamphlet 55-17 provides a comprehensive overview of the CORE program. Key highlights follow:

1. The Military Traffic Management Command (MTMC) will work with the ocean carriers and container leasing companies to coordinate voluntary actions to resolve the container shortfall situation. If unsuccessful, MTMC through the United States Transportation Command (USTRANSCOM) will request United States Department of Transportation (DOT) Maritime Administration (MARAD) assistance.
2. The Defense Production Act of 1950, Title 1, Sec 101 (A)(1) and subsequent Title 46 of the Code of Federal Regulations, Part 340, authorizes DOT/MARAD to issue priority or allocation orders to commercial transportation vendors. These orders, which are issued to specific vendors, in essence divert requisite transportation resources from the civil sector to defense agencies.
3. Once a shortfall situation is resolved, USTRANSCOM informs MARAD that priority or allocation orders can be withdrawn.
4. If timely resolution of the container shortfall situation is not possible through CORE, USTRANSCOM will recommend to the Joint Transportation Board (JTB), a prioritization and allocation scheme for use of available containers. The recommended course of action will have been precoordinated with the supported Commander in Chief (CINC) or CINC and the Service Material Managers.

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## **APPENDIX F**

### **463-L SYSTEM PALLET AND NET CONTROL REPORT AND PREPARATION INSTRUCTIONS (RCS: MTC-DR (M&Q) 8701)**

A. OWNING COMMAND/AGENCY:

B. REPORTING QUARTER:

C. AUTHORIZATIONS: PALLETS TOP NETS SIDE NETS

OPERATIONAL  
WRM

D. SERV ON HAND LAST REPORT:

OPERATIONAL  
WRM

E. SERV ON HAND THIS REPORT:

OPERATIONAL  
WRM

F. REPARABLE ON HAND:

INSTALLATION  
OPERATIONAL  
WRM  
DEPOT  
OPERATIONAL  
WRM

G. QTY REC FROM CONTR:

OPERATIONAL  
WRM

H. QTY REC-OTHER CMDS:

OPERATIONAL  
WRM

I. OTHER GAINS:

OPERATIONAL  
WRM

J. QTY SHP-CONTRACTOR:

OPERATIONAL  
WRM

K. QTY CONDEMNED:

OPERATIONAL  
WRM

L. QTY SHP-OTHER CMDS:

OPERATIONAL  
WRM

M. OTHER LOSSES:

OPERATIONAL  
WRM

N. QTY REPAIRED ON INSTALLATION:

OPERATIONAL  
WRM

O. REMARKS:

P. GENERAL INFORMATION:

1. Accurate preparation of this report, reflecting actual physical count of operational and War Reserve Material (WRM) assets as of 2400Z on the first Tuesday of each January, April, July, and October, is essential to the effective management of the 463-L Pallet and Net Program.

2. Reports should flow from the unit level through Air Force Major Command (AF MAJCOM) or Department of Defense (DOD) Component channels to be received by the Inventory Manager (IM), Warner Robins Air Logistics Center (WR-ALC)/LESVG, no later than the 20th of each reporting month (January/April/July/October).

3. Each reviewing agency will consolidate inputs and provide an analysis before sending to the next reviewing level.

4. The IM will prepare a summary analysis of all inputs and outline actions taken as a result of that analysis. The IM will send the analysis to HQ USAF/ILGV/ILGP and HQ AMC/LGTZ.

Q. DATA ELEMENTS DESCRIPTION:

1. OWNING COMMAND/AGENCY: AF MAJCOM or DOD Component.

2. **REPORTING QUARTER:** Inventory as of 1st Tuesday of each January, April, July, and October. This report is for assets on hand, plus other transactions that occurred during the quarter.

3. **AUTHORIZATIONS:** Show the number of Operational and WRM pallets and nets that the IM has approved. If this number has changed from the previous quarter, cite IM authorization message or letter.

4. **SERV ON HAND LAST REPORT:** List those assets reported in Paragraph 5 of the last reporting cycle's submission.

5. **SERV ON HAND THIS REPORT:** This figure should reflect the results of an actual physical inventory of all serviceable pallets and nets, loaded or empty, and pallets and nets on loan. Report operational and WRM assets separately. Do not include assets identified for repair in this count (see Paragraph 6 below).

6. **REPARABLE ON HAND INSTALLATION:** Report unserviceable pallets and nets that can be repaired at installation level. Use AF TO 35D33-2-2-2 for pallets and AF TO 35D33-2-3-1 for top and side nets for determination of repair level required. **DEPOT:** Include unserviceable pallets and nets that are waiting to be shipped to the repair contractor.

7. **QTY REC FROM CONTR:** Report new and repaired pallets and nets.

8. **QTY REC-OTHER CMDS:** Indicate the number of pallets and nets received from other AF MAJCOM or DOD Components. This quantity should be included in the **SERVICEABLE ON HAND** inventory.

9. **OTHER GAINS:** Report any quantity received that does not fit into a previous category. An entry for this column could be inventory gained due to lack of one-for-one exchange. Use **REMARKS** section to explain gains.

10. **QTY SHP-CONTRACTOR:** Record the number of pallets and nets shipped to the depot repair contractor during the quarter.

11. **QTY CONDEMNED:** Indicate the number of pallets and nets condemned during the quarter.

12. **QTY SHP-OTHER COMMANDS:** Report the number of pallets and nets redistributed to other AF MAJCOM or DOD Components.

13. **OTHER LOSSES:** Record any losses that do not fit into any of the previous categories. An entry for this column could be inventory loss due to lack of one-for-one exchange. Use **REMARKS** section to explain losses.

14. **QTY REPAIRED ON INSTALLATION:** Show the number of assets repaired on installation or in any established regional repair center.

15. **REMARKS:** Use this section to explain other gains or losses (Blocks 9 and 13).

16. Explain any variance +/- five percent or greater in the computed inventory and actual on hand quantity. (See sample for computing variances.)

#### SAMPLE

#### VARIANCE REPORT

TOTAL ASSETS LAST REPORT (SERV ON HAND + REPAIRABLES)	115	
+ QTY REC FROM CONTR (NEW & REPAIRED)	15	(130)
+ QTY REC - OTHER COMMANDS/AGENCIES	20	(150)
+ OTHER GAINS (EXPLAINED)	10	(160)
- QTY SENT TO CONTRACTOR	20	(140)
- QTY SENT TO OTHER COMMANDS/AGENCIES	5	(135)
- QTY CONDEMNED	5	(130)
- OTHER LOSSES (EXPLAINED)	0	(130)
= COMPUTED INVENTORY	130	(130)
- ACTUAL ASSETS THIS REPORT (SERV ON HAND + REPAIRABLES)	100	(100)
<sup>1</sup> = VARIANCE (+/-)	-30	(-30)
<sup>2</sup> VARIANCE PERCENTAGE (%)	23%	(.23)

#### NOTES:

<sup>1</sup> Variance equals actual assets this report minus computed inventory.

<sup>2</sup> Variance percentage equals variance (+/-) divided by computed inventory.

Explanation of any variance of +/- five percent or greater, if known at this time, should be reported. However, explanation must be provided no later than next report submission.

## **APPENDIX G**

### **TYPES AND SIZES OF 463-L PALLETS/NETS AND ASSOCIATED EQUIPMENT**

<b>NOMENCLATURE</b>	<b>NSN</b>	<b>SIZE/CAPACITY</b>
Pallet, Cargo, Aircraft HCU-6/E	1670-00-820-4896CT	88 X 108 X 2.25 in 1 10,000 lb capacity
Pallet, Cargo, Aircraft HCU-12/E	1670-00-985-3149CT	54 X 88 X 2.25 in 1 5,000 lb capacity
Net, Cargo, Tiedown Pallet, Top, HCU-15/C	1670-00-969-4103CT	88 X 108 in 1 10,000 lb capacity
Net, Cargo, Tiedown Pallet, Side HCU-7/E (two pieces per top net)	1670-00-996-2780CT	88 X 108 in 1 10,000 lb capacity
Net, Cargo, Tiedown Pallet, Top HCU-16/C	1670-00-992-1648CT	54 X 88 in 1 5,000 lb capacity
Net, Cargo, Tiedown Pallet, Side HCU-11/E (two pieces per top net)	1670-00-978-3851CT	54 X 88 in 1 5,000 lb capacity
Coupler, Pallet, C-141/C-130/C-5	1670-01-061-0990CT	2 in <sup>1</sup>
Coupler, Pallet, KC-10/DC-10	1670-01-302-3637CT	1 in <sup>1</sup>
Strap, Nylon, Tiedown, CGU-1/B	1670-00-725-1437	5,000 lb capacity <sup>2</sup>
Cover, Cargo, Pallet	3990-00-930-1480	Unit of Issue Roll (10 count) <sup>2</sup>
Strap, Webbing, Tiedown	5340-00-980-9277	5,000 lb capacity <sup>3</sup>
Chain, Tiedown, MB-1	4010-00-516-8405	10,000 lb capacity <sup>3</sup>
Adjuster, Chain,	MB-1 1670-00-212-1149	10,000 lb capacity <sup>2</sup>
Chain, Tiedown,	MB-2 1670-00-778-4079	25,000 lb capacity <sup>2</sup>
Adjuster, Chain,	MB-2 1670-00-212-1150	25,000 lb capacity <sup>2</sup>

<sup>1</sup> Pallets/Nets/Couplers managed by WR-ALC/LESVG, Robins AFB, GA 31098-1611

<sup>2</sup> CGU-1B Strap and Pallet Covers managed by DGSC/S9G, Richmond, VA 23219

<sup>3</sup> Managed by DISC/S9I, 700 Robbins Ave, Philadelphia, PA 19101

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## **APPENDIX H**

### **463-L AIR CARGO PALLET AND/OR NET INSPECTION CHECKLIST**

MANAGEMENT INSPECTION CHECKLIST	YES	NO	N/A
1. Are all applicable technical orders on hand and up to date in accordance with (IAW) Chapter 608, Paragraph C.1?	---	---	---
2. Are WRM pallets and nets managed apart from operational assets IAW Chapter 608, Paragraph A.2?	---	---	---
3. Does the inventory report reflect accurate account of assets within your control IAW Chapter 609, Paragraph I, Chapter 610, Paragraph D, and Appendix F?	---	---	---
4. Has pallet and net manager established a clear audit trail IAW Chapter 609, Paragraph H and Chapter 610, Paragraph F?	---	---	---
5. Has pallet and net manager investigated and reported unexplained inventory variances in the remarks section of RCS: MTC-DR (M&Q) 8701 Report, IAW Chapter 609, Paragraph I.1 and Chapter 610, Paragraph D.1?	---	---	---
6. Are hand receipts obtained for loan of pallets and nets IAW Chapter 610, Paragraph F.3?	---	---	---
7. Has unit validated requirements and certified submission as the minimum essential quantity required to support the mission IAW Chapter 609, Paragraph C and Chapter 610, Paragraph C?	---	---	---
8. Have tenant units coordinated WRM requirements through host installation logistics plans office or equivalent IAW Chapter 609, Paragraph C?	---	---	---
9. Are WRM assets inspected IAW Chapter 1, Paragraph 13 and Chapter 4, Paragraph 1 of TO 35D33-2-2-2, and Chapter 609, Paragraph J?	---	---	---
10. Does the pallet and net manager maintain a record of all inspections?	---	---	---
11. Has a minimum of 10 percent of each 50 pallet group (one pallet from each stack of ten) been inspected IAW TO 35D33-2-2-2, Paragraph 1-10?	---	---	---

12. Have pallet inspectors been designated IAW TO 35D33-2-2-2, Paragraph 4-2?	---	---	---
13. Are reparable nets tagged to specify extent of repair?	---	---	---

EQUIPMENT INSPECTION CHECKLIST	YES	NO	N/A
1. Are WRM pallets inspected for signs of corrosion, damage, or missing hardware?	---	---	---
2. Are pallets stacked on three-point dunnage of uniform material and thickness?	---	---	---
3. Are pallets stacked no more than 50 pallets high with three-point dunnage placed between every 10 pallets?	---	---	---
4. In outside storage areas, is a plastic barrier used to separate dunnage from the bottom pallet in a stack and is adequate sloping dunnage provided to allow for moisture drainage? Are biodegradable plastic covers replaced when no longer serviceable and/or functional?	---	---	---
5. Are reparable pallets tagged to specify extent of damage?	---	---	---
6. Are nets and restraining devices loosely secured on all prepalletized loads in storage for mobility or contingency purposes?	---	---	---
7. Are nets properly stored in a cool, dry place, out of direct sunlight or moisture-causing conditions?	---	---	---
8. Are nets thoroughly dry when placed in storage?	---	---	---
9. Are operational and WRM nets stored in bins, racks, or suitable boxes lined with a vapor-proof barrier material?	---	---	---
10. Are nets in storage inspected at least annually?	---	---	---
11. Is a minimum of ten percent of the total number of nets in each storage container inspected, to include a portion of the bottom layer?	---	---	---

12. Are operational and WRM nets in storage visibly labeled to reflect quantity and type?

--- --- ---

13. Are reparable nets tagged to specify extent of repair?

--- --- ---

REMARKS:

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## **APPENDIX I**

### **SAMPLE PALLET AND NET CONTROL LOG**

INSTALLATION: Andrews AFB

ACTIVITY: 93d Aerial Port Squadron

#### **CUSTODIAL LOG**

<b>Julian Date</b>	<b>Asset Type</b>	<b>Gain/Loss</b>	<b>Reason/Manifest</b>	<b>If Other Than a Manifest (Name, Number Rank, SSN, Duty Station, Duty Phone</b>	<b>Signature</b>	<b>Remarks</b>
2276	Pallet (lg) Set	-2 3	C141 Down Load Picked up 5, Manifest ABC			Signature receipt on manifest
2277	Pallet (lg) Set	-1	Picked up Palletized Cargo	Jones, John, Capt USA, 127-30-8276 Phone: 555-8910 8285 day	xxxxx	Will return pallet with shipment on Boondocks, Det 12
2277	Pallet (lg)	+1	Turned in by SSgt White, FMS, found on station			Will hold to fill shortage and include in monthly report

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## **APPENDIX J**

### **SAMPLE ANNUAL REVALIDATION MEMORANDUM**

MEMORANDUM FOR WR-ALC/LESVG

FROM: HQ AMC/LGTZ

402 Scott Drive, Unit 3A1

Scott AFB IL 62225-5302

SUBJECT: Validation of Operational and War Reserve Material (WRM) 463-L Pallet and Net Requirements for FY 02

1. Attached are our 463-L pallet and net requirements for FY 02. Methodology used to compute these requirements was as follows:

a. Operational. (Provide detailed narrative description of methods used to determine total requirements -- mathematical formulas used; assumptions made; sources of raw planning data; MAJCOM-unique planning factors; computer assistance, if any.)

b. WRM. Cite planning documents use to compute requirements, and address any deviations from computation methods prescribed in this regulation.

2. These requirements represent the minimum essential quantity needed to accomplish the mission. POC is CMSgt Rusty Pallet, DSN 779-4631.

SIGNATURE BLOCK, Major, USAF  
Chief, Facilities and Equipment

Attachments:

1. Requirements Summary
2. Operational Requirements
3. WRM Requirements

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## **APPENDIX K**

### **SUPPLEMENT TOPICS LIST**

A. Air Force Major Commands (AF MAJCOM) and Department of Defense (DOD) Components may address the following topics in their supplements to this Regulation:

1. Unique computation methods or factors used to determine WRM pallet and net requirements. (Chapter 609, Paragraph D)
2. Computation methodology used to determine operational pallet and net requirements. (Chapter 610, Paragraph C)
3. Any deviations from the operational pallet and net accountability procedures. (Chapter 610, Paragraph F)

In addition to the above topics, AF MAJCOM and DOD Components may address all other pallet and net management initiatives unique to their organization or mission in supplements to this Regulation.

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## APPENDIX L

### CONTINGENCY REPORT FORMAT

<b>Item</b>	<b>A Auth Working Level</b>	<b>B Serviceable On Hand</b>	<b>C Addt'l Req</b>	<b>D Unserviceable On Hand</b>	<b>E Assets Shipped</b>	<b>F Destination/ Mission #</b>
1. Pallet HCU-6/E						
2. Top Net HCU-15/C:						
3. Side Net HCU-7/E						
4. Strap, Tie Down a. Nylon b. Webb						
5. Chains a. MB-1, 10k b. MB-2, 25k						
6. Adjuster a. MB-1, 10k b. MB-2, 25k						
7. Coupler a. 1 inch b. 2 inch						
8. Cover Pallet						

9. Station, Point of Contact and Phone Number

10. Date/as of (local time)

11. Remarks

## CONTINGENCY 463-L PALLET, NET, COUPLER AND TIE-DOWN REPORT INSTRUCTIONS

A. Obtain initial status report of 463-L pallets, nets, couplers and tie-downs from each primary operating installation. Follow-on reporting will be by exception, or daily, as required. Reporting may be by either electronic means or voice using the alphanumeric format (see example below). Remarks section will be used for movement information, disposition instructions, or other pertinent information. Excess serviceable and unserviceable assets will be shipped to nearest APOE/D. Also, use of in-transit airlift returning to CONUS is encouraged. Report movement in columns E/F.

B. Example: Unclassified transmission of report by voice or electronic means.

	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>
1.	80	80	0	30	30	RUH/F703254
2.	80	80	0	0	0	0
3.	160	160	0	0	0	0
4a.	100	200	0	0	0	RUH/F703254
4b.	0	0	0	0	0	0
5.	50	50	0	0	0	0
6a.	50	100	0	0	50	RUH/F703254
6b.	0	0	0	0	0	0
7a.	25	20	5	0	0	0
7b.	0	0	0	0	0	0
8.	0	0	0	0	0	0

9. DHA, MSgt Bright Smile.

10. 6 June 2002/1600L.

11. Additional items in 7b required immediately to meet upcoming short-notice tasking.